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# POLICE

MARCH
APRIL
1959

A Journal Covering the Professional Interests of All Law Enforcement Personnel

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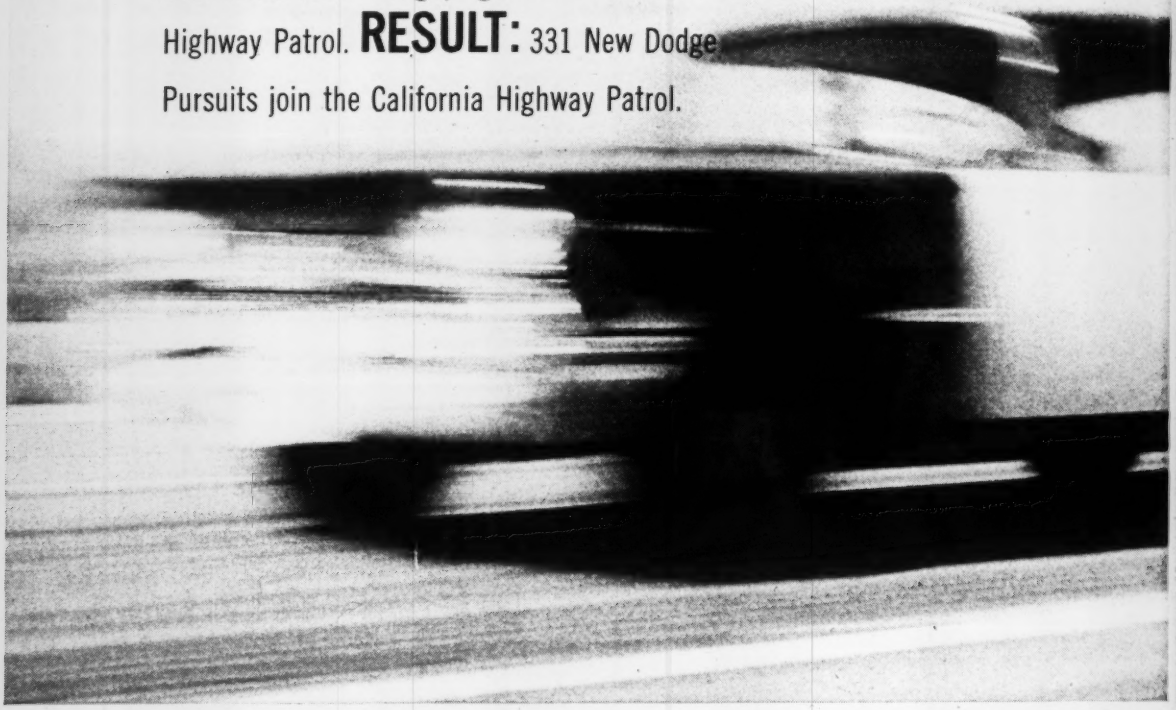
**TIME:** November 19 to 20. **PLACE:** International Stock Car Speedway, Riverside, California. **PURPOSE:** To Determine the car best suited to the tough, rigorous demands of service with the California Highway Patrol. **RESULT:** 331 New Dodge Pursuits join the California Highway Patrol.



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1st—Dodge averaging 122 mph.

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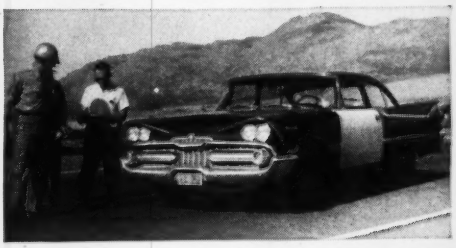

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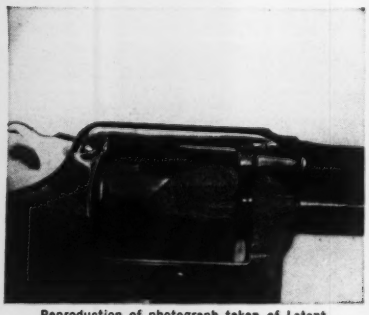

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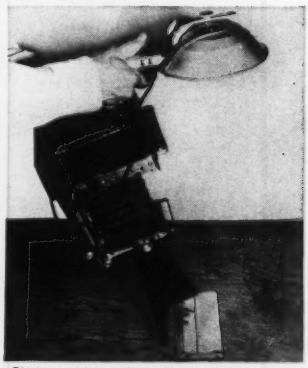

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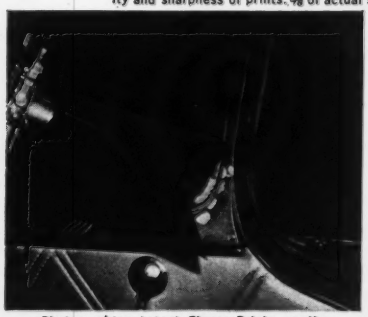

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A Journal Covering the Professional Interests of All Law Enforcement Personnel

# POLICE

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THE POLICE COMMUNICATION SYSTEM—A regular feature presented under the auspices of Associated Police Communication Officers, Inc.

STATISTICS FOR POLICE EFFICIENCY—An important subject for all modern-day police administrators and those concerned with report writing. See page 59.

NEWS AND ANNOUNCEMENTS—Containing news of current interest, new products information, announcements of openings, meetings, and other items of interest at all levels of police activity. See page 70.

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VOLUME 3
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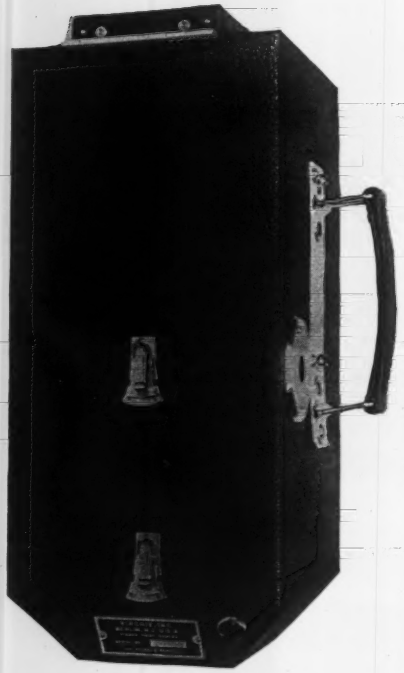

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# Automobile Fire Investigation

By the Staff of the Western Division, National Automobile Theft Bureau, Chicago, Ill.

EDITOR'S NOTE: *This is the third in a series of four articles prepared by the staff of the Western Division of the National Automobile Theft Bureau with headquarters in Chicago, Illinois, setting forth tested methods and techniques for the successful approach to automobile fire investigation.*

Training Bulletin No. 4

## INSPECTION OF FIRE SCENE

A CAREFUL and minute inspection of the scene of an automobile fire should be made for the purpose of securing evidence as to the origin of the fire. Containers used to pour gasoline on the upholstery, matchboxes or books may be found and traced to the owner. Measurements might be taken at this time for later comparison with the owner's statement. In one actual case by timing and measuring distances it was found that the owner had passed within 30 feet of his car with a hay mower less than three minutes before he looked around and found it to be a mass of flames. In the same case an unlighted match was found embedded in some solder which had melted out of the rear deck lid.

A careful examination should be made of the scene of the fire to locate tire marks of the car in question as well as imprints of tires of other automobiles. It is often possible by this inspection to ascertain if a car other than the owner's was at the scene of the fire, indicating that a friend may have picked up the owner after the fire. Actual imprints of these tire treads may be secured through use of scientific methods for later comparison with tires on other automobiles. It is also possible, in those cases where a portion of the tire on the bottom of the wheel is buried in mud or sand and has not burned, by such examination and inspection, to determine if tires were removed from the burned car before it was set on fire.

An investigation at the scene of the fire frequently discloses neighborhood witnesses who can give additional and important information.

## SUGGESTED PROCEDURES FOR INSURANCE ADJUSTERS

The insurance adjuster, generally the first person to contact the owner or claimant, can develop by his investigation sufficient information to determine the legality of the loss and by careful handling of the assignment can be of tremendous assistance to the follow-up investigation undertaken by a person of lawful authority. The adjuster who by his initiative, thoroughness and ability to record facts in a report to the interested insurance company for submission to the National Automobile Theft Bureau, renders an important service. The Fire Marshal or Police Agency is the key to many successful prosecutions of the individual offender.

As the adjuster is not clothed with any police authority, his investigation differs from that of the law enforcement officer. Accordingly it is suggested that the adjuster's investigation be pointed toward securing basic information relative to the claim in order that this material may be forwarded to those persons charged with the responsibility for additional criminal investigation and eventual prosecution. In many areas successful prosecutions have been due directly to the thoroughness and care with which such preliminary investigations have been made by adjusters.

The following steps and suggestions are based upon information supplied by experienced insurance adjusters, criminal investigators, State Fire Marshals and National Automobile Theft Bureau Special Agents.

1. Mail or telephone the notice of loss to the National Automobile Theft Bureau. The assured may have had a previous total fire loss or the Bureau may have knowledge of other activities on his part. Such knowledge known to the adjuster or the Bureau prior to your investigation may enable you to proceed properly. For additional reasons this report to the Bureau is most important and we urge it be forwarded promptly. As an example, a previous loss on the same vehicle or a simultaneous report on the same claim by another insurance carrier might be on file in the Bureau records. Such information will be relayed to you. Be certain that the report to NATB contains the name of the selling dealer as this information is vital for statistical information. Forms for reporting such losses are furnished without charge by the Bureau to member insurance companies and adjusting organizations.

2. Determine the insurance coverage, the name of the interested company, the type of policy, the mortgage clause, the inception date of the policy and the make, type of vehicle involved and its identification numbers.

3. Date of purchase, name of selling dealer, amount of down payment, amount of mortgage, number of monthly payments, name of mortgagee and address, the balance due at the time of the loss and the number of delinquent payments, if any. It is suggested that consideration be given to checking the name of the claimant in the county records to determine if a second mortgage exists.

**Address:** Western Division, National Automobile Theft Bureau, Chicago, Ill.

HAGLER CASE—DAVIS, OKLAHOMA

*Twenty gallons of gasoline were used in this fire. There was an attempt to defraud an insurance company and also cover up a murder. Back of station wagon can be seen glass jugs which contained gasoline to ignite this fire and burn the corpse beyond recognition.*

4. Visit the scene of the loss. If the salvage remains at the location where it burned, photograph it as it stands. Record the exact location, the distance from the nearest cross-road, the distance from the nearest house and endeavor to be certain of the county in which the loss took place. Describe the terrain, trees, ditches and other like information and record the type of road on which the loss occurred.

5. Search the immediate vicinity of the loss for containers—cans, jugs or bottles. Search for tools, spare tire or other accessories. The owner may intend to return for these at a later time.

6. Observe the scene for tracks of another vehicle, tire marks, footprints or related evidence.

7. If any physical evidence is found at the scene such as containers, gas caps, syphon hose, burned matches, clips or boxes or any other evidence it should be preserved carefully. In some instances fingerprints have been obtained from containers so anything of a like nature should be handled with care, avoiding further prints by use of gloves, a handkerchief or rag. As such physical evidence may be extremely important, it is suggested it be marked with labels noting the time, date and location where found. The initials of the person finding the material should be written on the label in order that it can be identified promptly.

8. If the salvage remains at the scene check to determine if the tires burned. Usually that portion of the tire underneath the wheel will not burn. Preserve these portions as many claimants will contend their tires were new or only slightly used at the time of loss. These pieces of tire will enable you to determine the condition of the tires prior to the fire.

9. Contact the nearest resident to the scene in an effort to fix the time and date. Question them as to what they heard or observed—was the owner known to them?—Was he

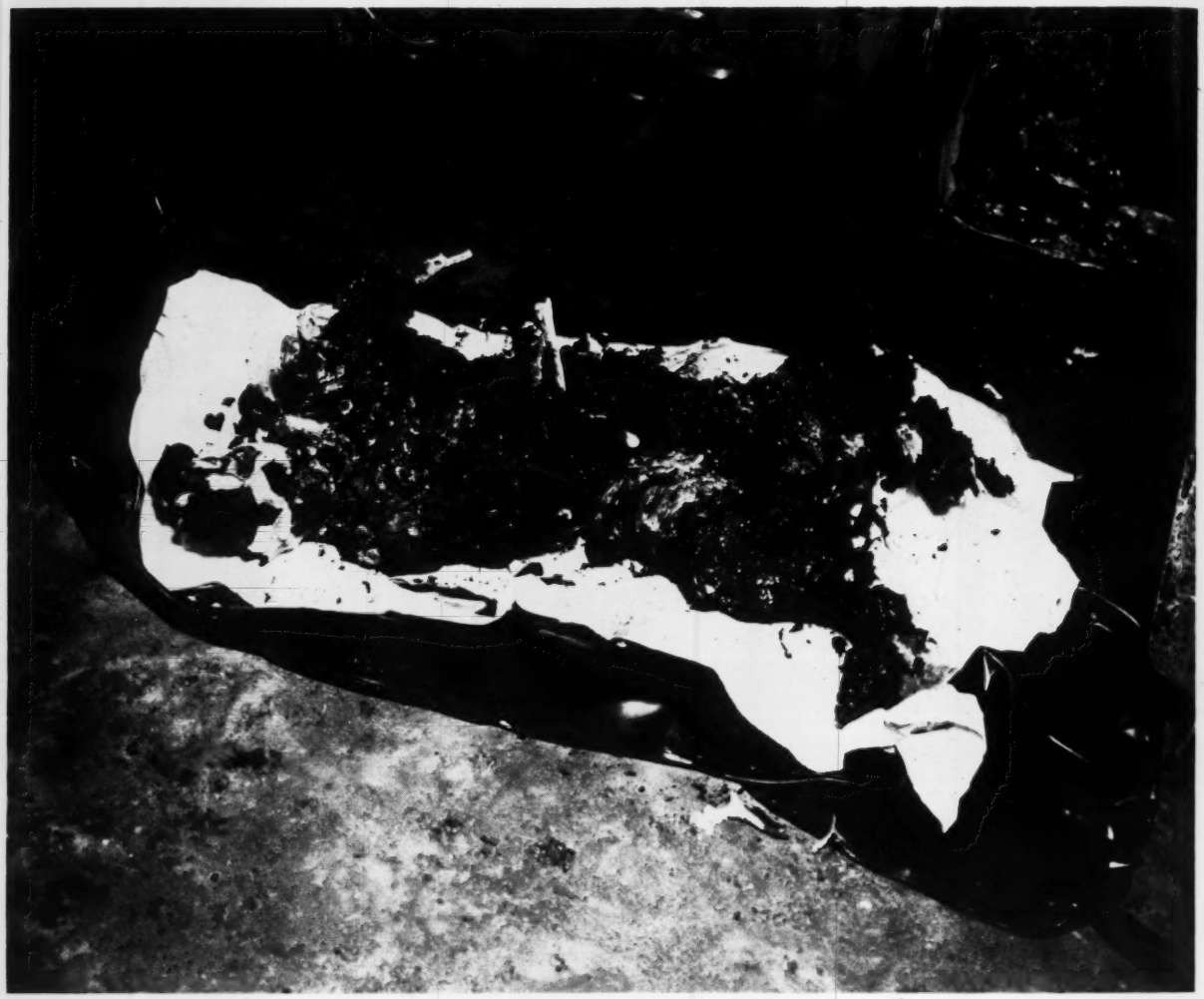
alone?—If not alone, did they know the person or persons with him?—Did they recognize the burned car? Was any other car there?—Did they know the owner of this car?—Did they go to the scene while the car was burning?—What portion of the car was burning?—What was the color of the smoke?—Was any attempt made to put the fire out?—Did the owner stay at the scene?—If so, how long?—How did he leave the scene? On foot or in a car?—Did the owner say how the fire started? What did he do? Were any remarks made about insurance?—What other persons, not involved in the fire, were present when they arrived at the scene? If any information is obtained from such a witness a statement should be taken immediately, is possible.

10. Attempt to locate the first person at the scene or the person who discovered the burning car. Follow the same line of inquiry as outlined in the previous paragraph.

11. In many instances the salvage may have been moved from the scene prior to the visit of the adjuster. In such cases it is recommended the wrecker-driver or persons towing the vehicle be interviewed. Facts contrary to those claimed by the owner might be developed by such an interview. The wrecker-driver may be able to furnish some information as to the condition of the transmission or differential—the car may have been locked in gear or may have had a broken drive shaft or steering failure. Again if possible a statement from the wrecker-driver should be obtained.

12. It is suggested you interview any law enforcement official who may have made an investigation at the time of the fire. If the officer was at the scene while the vehicle was burning the owner may have been questioned by this officer and a different version of the burning given to him or other facts may have been developed which will assist you in your further investigation.

13. Check fire department and police records for a possible report to these agencies. These records will enable you to determine the time the loss was reported. If a fire truck was dispatched to the scene, interview the firemen as to what they found upon arrival—what portion of the car was burning—what color of



smoke—what odor—what was used by the fire department to extinguish the flames—was the owner present, did he relate to them how the fire began?

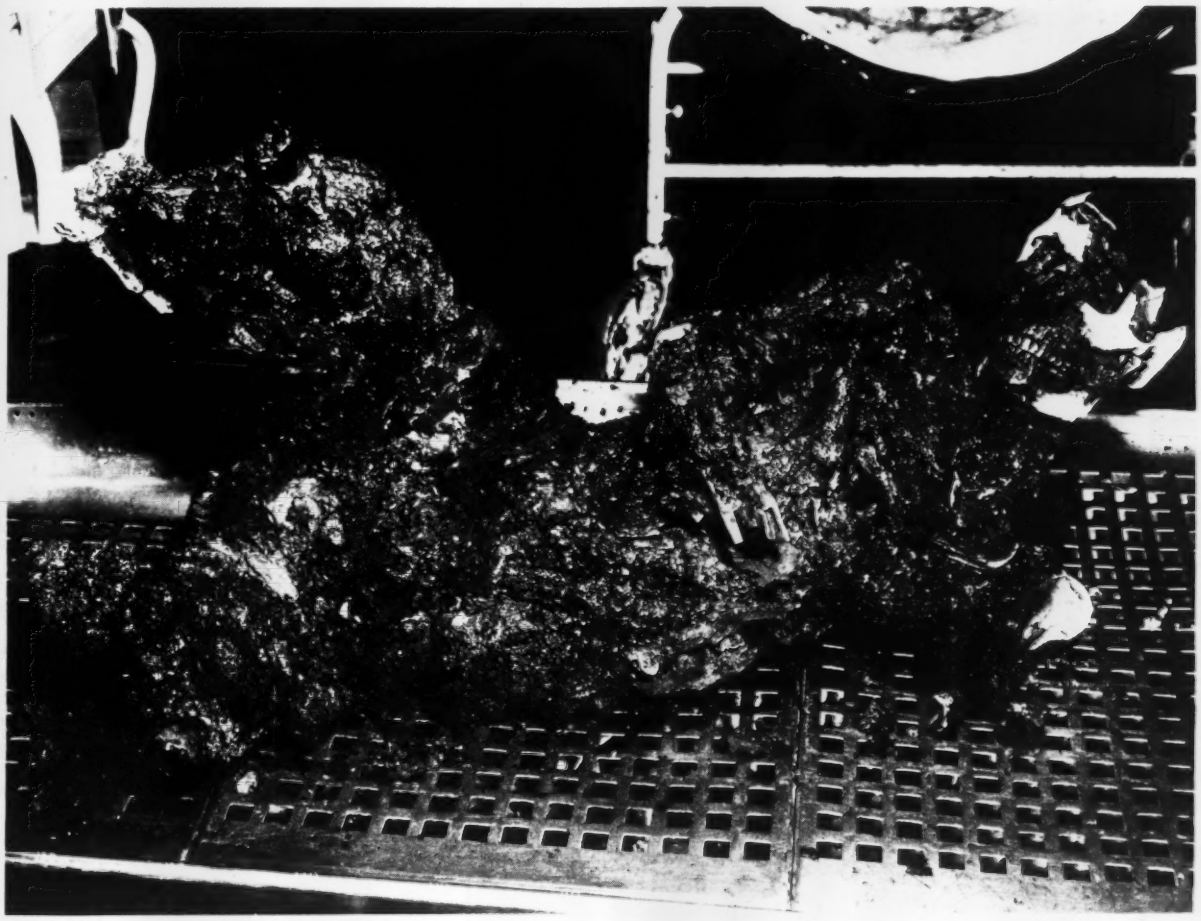
When the above steps have been taken it is urged that an inspection of the salvage be made. An outline of a recommended salvage inspection has been suggested in a previous article and it is recommended this procedure be followed and a detailed report of the facts developed by this inspection be prepared for future reference.

## INTERVIEW WITH ASSURED AND WITNESSES

Again it is recommended most strongly that all of the steps previously outlined be followed prior to the taking of statements from the assured and the persons accompanying him at the time of loss. Facts developed by your prior investigation will enable you to question the claimant in a logical and concise manner and to record in the statements taken his version of the fire, although his version may be contrary to the facts you have discovered. If at all possible it is advisable to interview and take statements from those persons with the claimant at the time of loss prior to contact with the owner. Many times such witnesses will furnish information or stories at variance from the one told by the owner. Proceed with your interrogation of the witnesses in much the same manner as you do with the claimant. Be thorough and painstaking and secure a full statement beginning with actions of the witnesses prior to the fire, their contact with the owner or driver on the day of the loss, and their movements following the fire until they left the owner.

In some states the furnishing of a false proof of loss or the giving of a false statement in support of a claim is a felony and successful prosecution has followed where it was impossible to convict a defendant under an arson charge or on a charge of destroying insured property. In either case, endeavor to secure a detailed statement from the insured as to the condition of the vehicle, events preceding or following the fire or any circumstance connected with the fire. Thorough and complete investigation of the loss may disprove this statement and sufficient evidence may be obtained to secure a conviction under the fraud section of your statute.

Prior to interview with the as-



sured it is important that the arson investigator ascertain as completely as possible the character of the assured's background and his general type—whether he is nervous, calm, irritable, conservative, excitable, dependable or reliable. Such an inquiry into the owner or driver's background should be undertaken for the purpose of planning the interview with these subjects as well as determining the sequence in which they should be approached. It is important at this point to emphasize the fact that each case presents its own problems and that it is not desirable to proceed in exactly the same way on all cases. A successful arson investigation is the result of careful thought in planning and execution, particularly with respect to the procedure adopted in interviewing or examining those individuals connected with the particular fire loss. Although other parts of this investigation are important, your handling of these individuals is more important and also more difficult. You now have the human element to deal with and you can be certain that the owner or driver is not going to give evidence easily or submit to close examination passively.

I. Handling the owner or driver.

Although each individual requires a different method of handling, the following general rules may be found most effective:

1. On the first contact, do not betray your suspicions of the party interviewed.

2. Do not bluff, threaten, insinuate, nor bear down so that he gets on the defensive. Do not be "hard boiled." In preliminary interviews the experienced investigator frequently finds it desirable to act "dumb."

3. Handle him easily and in a complimentary way. (If guilty, he will display the criminal's ego.)

4. Encourage him to talk—let him lie all he wants to—"give him enough rope and he'll hang himself."

5. Don't ask pointed questions about facts which would be directly incriminating unless it becomes necessary. Properly framed questions will usually get the desired information without putting him on the defensive.

II. Taking the owner's or driver's statement.

Get him in a private place where there will be no interruptions. It is fundamental that this phase of the work be privately conducted. Also before taking the owner's statement it is well to consider what is needed in order to establish suspicions. First, there is the question of motive. In general, to be successful, an investigation must establish a motive. Once the motive has been discovered, it is not difficult to prove intent.

EDITOR'S NOTE: Watch for the fourth and final article of this series in the next issue of POLICE. ★★★

# Iodine Fuming—New Apparatus

By Herbert L. MacDonell

EDITOR'S NOTE: *The author is a Special Investigator for the Police Department of Corning, New York, Consultant for the New York State Police Scientific Laboratory, Consultant for the Rhode Island Laboratories for Scientific Criminal Investigation, and is employed as a Senior Chemist at the Corning Glass Works.*

THE ultimate value of fingerprints lies in the fact that they are an unchangeable and infallible means of positive identification. Before a comparison between prints found at a scene and those of a suspect can be made, however, it is essential that such prints are not only discovered, but also that they be developed in such a manner that the pattern is neither destroyed or altered and rendered useless. Toward this end, iodine fuming

is among the best of all the various techniques since it enables a large area to be covered quickly with little or no damage to the print or the surface upon which it is found.

Unfortunately, iodine fuming presents two difficulties. First, prints developed by this method are fugitive; that

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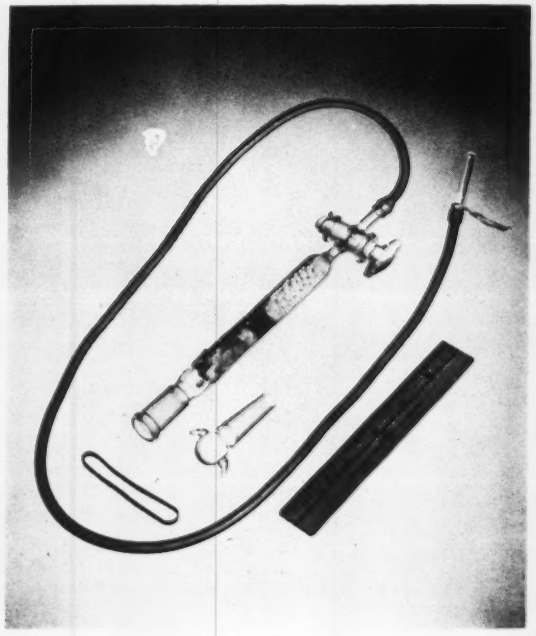

is, they tend to fade quite rapidly, due to the sublimation of the absorbed iodine vapor, a process even more rapid under floodlights. Second, iodine vapor attacks rubber with disastrous results. The rubber stopper and tubing normally used in the construction of a fumer become hard and brittle after a relatively short exposure. As a result, kinks and cracks appear, which result in anything but ease of operation.

In an effort to overcome these difficulties, a fumer was fabricated entirely of glass and filled with an additional chemical known to "fix" or "set" a fumed print. (The resulting order of materials, from the mouthpiece end, is as follows: glass wool plug, 4-8 mesh calcium chloride, glass wool plug, iodine crystals, glass wool plug, potassium bromide, and finally, another glass wool plug extending to the stopper.) With proper operation, a developed print of considerable stability may be obtained. The effect of iodine on the rubber tubing is eliminated by closing the stopcock when not in use. A glass stopper is substituted for the conventional rubber one.

To develop a print, the glass stopper is removed before the stopcock is turned. (To do otherwise could result in iodine vapor entering the rubber tubing and mouth-

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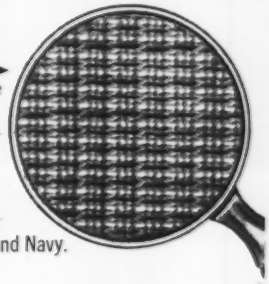

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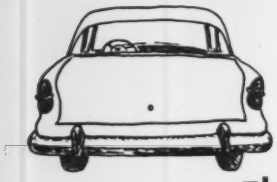
piece.) The fumer is held firmly in the palm of the hand to promote sublimation of iodine while blowing gently on the mouthpiece. When a print has been located, it is fumed until a maximum absorption of iodine takes place. The investigator must now breathe upon the fumed print to darken and "fix" it. The fuming may be repeated, followed each time by breathing until the desired effect is achieved. This technique is mastered very quickly with a minimum of practice.

Prints developed in the manner described above are unharmed and may be developed further by employing dusting or solvent techniques. Fuming is far less destructive and therefore any attempt to photograph the print should be made at this stage.

The all glass iodine fumer described in this article was designed by the author and is available (without chemicals) upon order from the Special Apparatus Section, Laboratory Glassware Sales Department, Corning Glass Works, Corning, New York. ★★★

## ONE-MAN PATROL CAR CONTINUES TO GAIN

One policeman in a patrol car is becoming more widespread in American cities, the 1958 MUNICIPAL YEAR BOOK of the International City Manager's Association reports. Seven out of eight used some one-man patrol cars in 1957. Nearly one-fourth of the 1,100 cities reporting used only one-man cars.



# Electronic Control of Driver Licensing

## New Illinois Controls Have One Goal: Get Dangerous Drivers Off the Roads

### By Frank Davin

EDITOR'S NOTE: *The author is a public relations consultant and nationally known author on the subject of traffic control and accident prevention. For the past 14 years he served as Editor of* TRAFFIC SAFETY, *official traffic publication of the National Safety Council. He has written hundreds of articles on safety in the traffic, transit and commercial vehicle field and is presently editing a multi-authored work,* SOLVING THE NATION'S TRAFFIC PROBLEM, *to be published by Charles C Thomas. He attended St. Mary's College (Ky.) and Loyola University (Chicago), taught in the Chicago junior and senior high schools for five years, spent the next dozen years in public relations in the Middle West.*

*Mr. Davin's writings have been reprinted widely by newspapers and magazines. In the following article written exclusively for POLICE, he outlines clearly in understandable language the role electronics can play in ridding the roads of dangerous drivers and effecting a more vigorous administration of driver licensing.*

CHARLIE SMITH was tooling his car on Chicago's Outer Drive this brisk morning. Loopbound traffic was heavy, slow moving, and Charlie was impatient with the 40 mph pace. The lanes carrying traffic from the loop were empty. The driver in front of him acted like a tourist. Charlie was late for an important morning appointment. He swung his car over the center line to pass—and a police car came out of nowhere, its siren wailing. Charlie was escorted to a pullout. He got his ticket.

Rather than go to the police station to post bond, Charlie surrendered his driver license to the arresting officer in lieu of bond. The police officer asked him, "Any objection to a court appearance in the morning? It's my day in court." Charlie agreed hurriedly. He was going to be late for that appointment.

The next day was Tuesday. Charlie had his day in court. The judge found him guilty of "third laning" and the report of the conviction went on the record sent by the Chicago Municipal Court to the Secretary of State within 72 hours of conviction.

The report arrived in Springfield the next morning at the office of the Illinois Secretary of State. As a matter of routine, it was checked immediately and a card punched.

At this point, electronic fingers began feeling Charlie Smith's driving pulse. The electronic data processing system installed in the Secretary's office, in analyzing the day's convictions and other data, noted that Charlie's latest conviction, coupled with his previous record of arrests, earned him a six-month suspension.

The tapes printed a notice of suspension with an abstract of previous convictions, and popped out the finished product. It was forwarded to a reviewing officer, who checked it out and approved his suspension. That afternoon (Wednesday) it was in the mail.

On Thursday night, when Charlie Smith arrived home, it was waiting for him—a letter from the Secretary of State suspending his driving privileges for six months.

Charlie Smith was experiencing fast action and equal justice from the electronic machinery installed in the office of Illinois Secretary of State Charles F. Carpentier in March (1958). Like other Illinois drivers, he was learning that driver improvement and control had come to Illinois.

This new electronic data processing equipment is a revolutionary development in the field of driver licensing and control. The system makes use of magnetic tape to record and compute the driving records of Illinois motorists. Coupled with the new Illinois point system, it points an uncannily accurate finger at the dangerous driver. The end result of the new machinery is the automatic printing of notices of orders for revocation or suspension of driver licenses ready for review and mailing.

Here, in general, is how the system works:

Punched cards containing information are fed into a data processing system at the rate of 200 a minute, and the information is immediately recorded on the appropriate drivers' records on a master tape file.

At the same time, all of the appropriate actions resulting from the driver's new record are recorded on another tape, which is then used to print the necessary warning letters, suspensions, revocations, cancellations, and new abstracts of records.

Each revocation or suspension order is accompanied by an abstract of the driver's record for review by trained driver control officers before final issuance.

The magnetic tape makes possible a prodigious memory in the machine, which stores, readily available, an almost unlimited volume of information. A total of 15,000 characters can be read or written in one second, and

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each 2,400 lineal feet of tape can store more than 5,000,000 characters.

The computer automatically processes data in accordance with instructions stored in its memory. The machine reads, writes, performs arithmetical computations, sorts, collates, and then summarizes the information in useful form, and performs these operations with a degree of accuracy and speed unattainable by human beings.

This system has made it possible to adopt a new type of permanent driver license number code which establishes a positive identification of the person to whom it was issued. Thus, records of thousands of drivers with the same names can be readily identified.

To appreciate the full significance of the hypothetical case of Charlie Smith, you have to know the background on driver licensing and control in Illinois. For one thing, the name "Smith" appears 40,000 times in the driver files, and—even with an "on-the-ball" manual operation—it would take from three to four weeks to review Charlie Smith's record under a manual clerical system.

In August the drivers license division of the Illinois Secretary of State's office adopted a point system as an additional and important guide to review officers for possible revocation or suspension action against drivers who have compiled bad driving records.

Tied to the electronic data processing system, Illinois' new point system will enable review officers to increase uniformity of treatment for motorists with similar records, for they will have a uniform standard to guide them.

Offenses against the Illinois Uniform Act Regulating Traffic on Highways and local ordinances are listed with point values ranging from 3 to 110. The accumulation of 110 or more points within one year will indicate revocation of the license, while suspensions will be indicated for point accumulations ranging from one month for 10 to 19 points within a year to 12 months for 90 to 110 points. (A more detailed listing of the Illinois new point system will appear in the next issue of POLICE.)

The way most Illinois drivers have taken to the new system certainly indicates that John Q. Public is far ahead of enforcement officials in his desire for traffic control and accident prevention. Illinois had a miserable record in driver licensing. From 1939 to July 1, 1953, with a driver population among the first five states in the nation, the Illinois driver license law was little more than a registration act. Most drivers regarded their licenses as a means of identification, particularly useful in cashing checks.

The old law was full of weaknesses. Only courts of record could revoke or suspend driving privileges, and then only for conviction of driving while intoxicated or for three convictions in a 12-month period for reckless driving. The law provided for the reporting of convictions by traffic courts, but in most instances it was ignored and the administrator (the Secretary of State) had no way to force compliance.

*Inspecting electronic data processing machine are (from left) Illinois officials William H. Colvin, Chief Clerk, Driver's License Division; Secretary of State Charles F. Carpentier; and, Kenneth F. Blankenship, motor vehicles supervisor for the State.*

Driver licensing itself was a farce. The Secretary of State was responsible for examining only Chicago applicants. Examinations in the rest of the state were under the state police—a department of the governor.

Within weeks after taking office (in 1953), Carpentier had drafted and submitted to the General Assembly a new driver license law. Written by expert technicians in his own office after consultations with many traffic safety agencies throughout the nation, it represented a

*Secretary of State Carpentier, Carl Rodeman of IBM, the author, and Frank Sturdy, of the Citizens Traffic Safety Board of Metropolitan Chicago, listen as the operator, Violet McCreery, explains operation of console-"brain" of entire electronic system.*

*Chicago driver starts off a bad week by getting a ticket early Monday morning.*

complete about-face for Illinois in the field of driver licensing.

It contained many of the provisions of the uniform code. Suspension, revocation and cancellation powers were vested in the Secretary of State. All courts trying traffic violators were required to notify the Secretary of State within 72 hours of convictions. Three moving violations within any 12-month period were sufficient to suspend the driving privilege of the offender. Responsibility for all examinations was assigned to the Secretary of State.

The act was passed and the Secretary of State found he had a man-sized job on his hands. First on the agenda was the training of a competent team of driver license examiners. Examinations in the Chicago area reeked of scandal. Drivers were slipping a couple of dollars under the table and getting their licenses after a farcical test or without tests. The majority of driver license examiners were doing a good job, but the "get rich" boys were giving the program a black eye.

Carpentier moved in with a thorough investigation, fired 18 examiners, and caused six to be prosecuted for conspiracy. All six were convicted. None of the convicted examiners may ever hold a governmental post again.

The American Association of Motor Vehicle Administrators and Northwestern University Traffic Institute had been conducting training courses in driver licensing, so Carpentier called them for help in training his men.

J. Stannard Baker and Paul Keller were assigned the job of welding the Illinois examiners into a team of driver licensing and control experts. Today new examiners are given on-the-job training for six weeks. Supervisors meet monthly for discussions on new procedures, and the information is relayed to the examiners in the state's ten districts (nine downstate, one in Cook County, which includes Chicago).

The driver licensing examiners ran into trouble right away. Tests for vision were being given, using the usual wall charts. But the examiners had no clinical training and poor vision risks, who memorized the charts, were slipping through the examinations. Those unfamiliar with English, illiterates, and others found their scores adversely affected by language problems.

So Carpentier's staff and specialists from Bausch and Lomb Optical Company studied the research findings from Purdue University, North Carolina State College, the University of Chicago, and all branches of the armed forces. After consultation with experts of the Illinois Optometric Association, they adapted the Bausch and Lomb master ortho-rater used in industry to match employees' vision to their jobs, and came up with the Illinois driver ortho-rater. Illinois was the first state to adapt this research specifically to the needs of the automobile driver.

The Illinois test includes: a check of 20/40 acuity (sharpness of vision), color perception (recognition of the colors of basic traffic signals), test for highway sign recognition, and depth perception (distance of object from driver's eyes). The test shows a street scene as viewed from the driver's position behind the wheel. This tests the driver's ability to recognize and react to roadside cues. Also included are additional acuity tests, three of which are for the entire range of visual sharpness for both eyes and for right and left eyes alone.

The Illinois driver license law contains a provision allowing a motorist to surrender his chauffeur or driver license to an arresting officer in lieu of bail with exceptions for certain serious offenses. Illinois was the first state to incorporate this feature in its driver license law.

The provision has proved popular with both motorists and enforcement officials. The driver is not required to post bond. The police officer is not forced to leave his post in order to take the arrested driver to the police

*On Tuesday he has his day in traffic court. The judge finds him guilty of "third laning."*

station or court. It also adequately insures the court that the offender will appear.

In Chicago, where a model traffic control and accident prevention program has been underway for nearly a decade, the log jam in the courts was threatening the very existence of the traffic program until this provision was used.

From 1949 to 1953 a great number of those charged with traffic offenses preferred forfeiting their cash bond to appearance in court. And in those violations where only a ticket was issued many of the offenders never appeared in court at all. Thousands upon thousands of warrants were issued, and the job of serving them appeared well nigh hopeless.

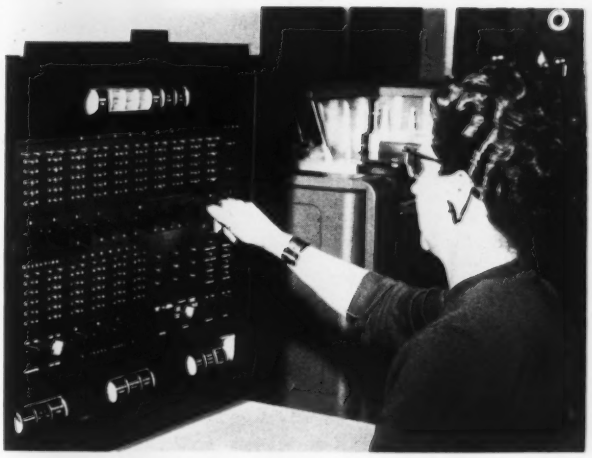
Chicago jurists and officials seized upon the new provision of the driver license law as a lifesaver for their program.

Franklin D. Sturdy, managing director of the Citizens Traffic Safety Board of Metropolitan Chicago, hails this provision as the solution to one of the most serious problems in the traffic courts. Says Sturdy: "The necessity of regaining possession of his license practically guarantees a driver's appearance in court. Since the introduction of this provision in the law, the log jam has been broken as far as court appearances of offenders charged wth hazardous moving violations is concerned, and the Chicago program has become truly effective."

Today, when an arrested motorist posts his driver license in lieu of bail and then fails to appear for his court date, a report of his conviction for failure to appear is sent to the Secretary of State and is posted to his record in the same manner as a conviction.

With the exception of Chicago, the performance of Illinois courts in informing the Secretary of State of convictions has been far from ideal. This has drawn scathing comment from Carpentier. But for Chicago court procedure he has the highest praise. "The performance of the Chicago Municipal Court in dealing with traffic law violations is a bright page in American traffic history," Carpentier says. "Chief Justice Raymond F. Drymalski has given us every cooperation, and the Municipal Court clerk, Joseph L. Gill, has set up an operating schedule that calls for the closest kind of cooperation between these offices and the office of the Secretary of State in perfecting our driver licensing and control program."

*Report of conviction is received in Springfield next morning, checked and card punched.*



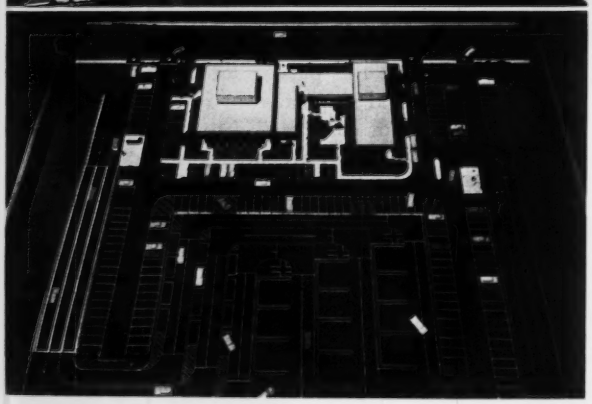
*Electronic system adds this conviction to driver's previous arrests, prescribes suspension.*

What has been the political repercussions of a strict driver control program? You should have heard the howls that went up from the calamity boys in Carpentier's own political party when the Illinois driver license law was proposed in 1953! They warned Carpentier that its passage and strict enforcement would seal his political doom and reminded the newly-elected Secretary of State that he had won his office by a scant 9,303 votes in a political landslide for President Eisenhower. Ike had carried the state by 500,000 votes, while Carpentier trailed the field. But Carpentier told them, "You help me pass this law. I'll enforce it and worry about being re-elected." They did, and Governor William G. Stratton signed it into law.

Carpentier enforced the law to the hilt. In the four-year period before the passage of the new law, the courts of Illinois had suspended or revoked the licenses of 9,610 operators or chauffeurs. In the next four years, 1953 to 1957, inclusive, Carpentier suspended, revoked or cancelled the driving privileges of more than 60,000 persons.

Surprisingly enough, the "get tough" policy which dopesters had dubbed political suicide worked quite the other way. In the following election, Carpentier was re-elected with a majority of 600,000 votes. It was dramatic evidence that good government is good politics and that safety pays off at the polling place.

| THE PROBLEM | THE SOLUTION |
|---|---|
| 4,700,000 licensed drivers in Illinois—2,380,000 license applications processed in '57. | High speed data processing machines write and address driver licenses at 22 per minute, ready to insert and mail. |
| 675,000 driver license examinations given in 1957. | Examination reports and all associated statistical data are recorded on magnetic tape. From this tape monthly summary reports are printed so that tight control is exercised over the operations of 131 examination stations. Licenses are issued from the tape when the successful completion of the test is recorded. |
| Accounting for fees received—an average of $6 million annually. | Fee accounting is an integral part of the license issue operation of the system. A daily journal of fees collected with totals by type of license is prepared for the comptroller. |
| 726,000 convictions of moving traffic law violations reported in 1957 by Illinois courts. | Convictions are recorded on coded cards which are used to up-date the driver's record on magnetic tape. The original source documents are stored in the Master File. |
| 400,000 accident reports annually. | Accident reports are received in punched card form ready to enter the system and up-date the driver's magnetic tape record at high speed. |
| Positive identification of drivers—the name "Smith" appears 40,000 times in driver files. | The IBM 650 system makes possible the adoption of a new type of permament driver license number which establishes positive identification of the person to whom the license is issued. |
| Maintenance of records—13 separate files. 15 million active records—20 million non-current. | Through the use of the new driver license number and the IBM system, record keeping is greatly simplified. Only one master document file is needed. |
| Driver control—a million drivers whose records must be watched because of prior traffic violations or accidents. | The new system absorbs the mass of data received daily, interrelates it with the driver's records, and produces the following documents: warning letters, suspensions, revocations and cancellations. Each document is complete with an abstract of the record for the reviewing officer before mailing. |
| 25,000 documents to examine, process and file daily. | As the number of documents steadily increases, the new system can expand easily to absorb them. The State of Illinois, by utilizing the speed and accuracy of electronics, has taken a significant step forward in its traffic safety program. |

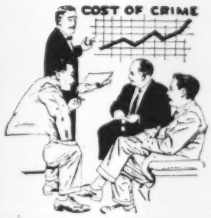


*Above left: Reviewing officer checks the score on Charlie Smith, approves suspensions and okays mailing.*

*Above: THE BAD NEWS—Charlie Smith gets the word—notice of suspension from the Secretary of State.*

*Lower left: One of three future "supermarts" where all licensing operations will be centered in Chicago Metropolitan area.*

EDITOR'S NOTE: A complete listing of numerical values in the Illinois traffic violation point control system will appear in the next issue of POLICE. ★★★




# Education for Delinquency Prevention

By Irvin K. Juergensmeyer

EDITOR'S NOTE: *The author, former Macoupin County Superintendent of Schools, has served since September 1955 as Educational Consultant for the Division of Community Services of the Illinois Youth Commission, coordinating the youth activities of schools, churches, police, probation officers, state's attorneys, and county judges. His duties include assistance to municipalities in the promotion of police youth bureaus, developing educational institutes for law enforcement officers working with youth, consulting with school administrators and counselors in the solution of school problems, and consulting with Chiefs of Police and their Juvenile Officers.*

*During the past two years, Mr. Juergensmeyer has been instrumental in organizing more than twelve police training institutes, held in cooperation with the Extension Division of the University of Illinois and the Illinois Juvenile Officers Association. In this interesting and constructive series of two articles, Chiefs of Police and personnel who serve under them will find important suggestions to aid them in bringing community resources into contact with the youngster who needs help.*

IN 1944 the National Advisory Police Committee issued a report entitled, *Techniques of Law Enforcement in the Treatment of Juveniles and the Prevention of Juvenile Delinquency*. This report was approved by the International Police Chiefs Association and the International Sheriffs Association. Again, in 1953 at East Lansing, Michigan, an important committee of leading police officials and related agencies met to study a survey which was made at the request of the International Chiefs of Police Association and the United States Children's Bureau. Out of this meeting at East Lansing came the very popular bulletin, *Police Services for Juveniles*,[1] which we use so much in Illinois.

Illinois is not the only state specializing in police work with youth. I have personally attended conferences in California, Arizona, Minnesota and Wisconsin. The educational programs which they conduct are similar to the ones we have been having in Illinois these past three years. I have also visited police departments in several other states, viz., Missouri, Ohio, Michigan, Indiana, Colorado and others, to see if they have similar programs. In every state I visited, as well as in many other states, they have some type of educational program for police who work with youth.

## CONSULTANT

In fact, only in 1954, a position was established in the U. S. Children's Bureau for a "Consultant on Police Services." This office was created upon the recommendation of the National Conference on Juvenile Delinquency.

In keeping with this recommendation many states have established similar positions. However, California and New York have had "educational consultants" for several years. In fact, the consultant from California accepted the position in the Children's Bureau. Minnesota, Washington and Wisconsin also have had consultants for a number of years. It was quite natural, therefore, for the legislators to provide for a consultant when the Illinois Youth Commission was established in 1953.

"Educational Consultant" is rather a large term to use for a job. Nevertheless, the work other men are doing in similar positions in other states is what we have been doing in Illinois, viz., to organize police institutes, or to use a simpler term, classes for police who work with juveniles, and to visit the various police departments to learn what questions they might have about the education program in police work with juveniles. In short, our work is pretty much a job of organization—setting up the classes, getting locations, securing instructors, and helping to pay the cost.

## INSTITUTES

The first institute, as we prefer to call them, was held in Granite City on November 17 and 18, 1955. Since that time we have had twelve institutes in as many cities, viz., Rock Island, East St. Louis, Springfield, Joliet, Waukegan, Paris, Peoria, Wheaton, West Frankfort, Rockford and Belleville. Tentative plans have been made to have similar institutes in Canton, Elgin, Ottawa, Cairo, Alton, Moline and possibly Mt. Vernon.

When the committee met to study what type of program would be most beneficial to police officers who work with youth, they decided to use the outline proposed by the International Chiefs of Police Association and the Children's Bureau Conference in East Lansing. This outline, along with other pertinent material, is in the little booklet, *Police Services for Juveniles*.[2]

[1] *Police Services for Juveniles:* Children's Bureau Publication No. 344. Superintendent of Documents, United States Government Printing Office, Washington 25, D. C. Price 35 cents.

[2] *Ibid.*

**Address:** Mr. Irvin K. Juergensmeyer, Educational Consultant, Division of Community Services, Youth Commission, 101 State Office Building, Springfield, Illinois.

PANEL DISCUSSION: *DuPage County Youth Council meeting, October 1958 (Illinois). Participants: Juvenile Officer Vincent Burke, Chicago; I. E. Grove, District Supervisor, Division of Community Services, Illinois Youth Commission; Patrolman John Bullaro, Elmhurst, president of the Youth Council; Irvin K. Juergensmeyer, Educational Consultant, Division of Community Services, Illinois Youth Commission; Judge William C. Atten, DuPage County Judge; State's Attorney William L. Guild, DuPage County.*

The training program agenda includes (1) philosophy of police work with juveniles, (2) laws pertaining to juveniles, (3) conditioning factors in juvenile delinquency, (4) duties of a juvenile control unit, (5) intra-departmental relationships between juvenile control units and other police units and personnel, (6) interviewing, (7) screening process, (8) disposition of cases, (9) knowledge and use of community resources, (10) records, (11) developing good relationships with other agencies and the public, and, (12) preventing delinquency through community organizations.

The leading speakers at each institute are professors from the University of Illinois supplied by their Extension Division. Discussion leaders and panelists also include men from the FBI, local chiefs of police, juvenile officers, county and circuit judges, state's attorneys, probation officers, clergy, school officials, truant officers, public welfare administrators, etc. Some of these local officials are used in panels and round table discussions on local problems, bringing the program down to the grass roots level.

Who attends these institutes? How many attend in each city? In the twelve institutes, we had a total attendance of 928, or an average of 78 for each meeting. Out of this number, 75 were police chiefs, 499 were police officers, and the remaining 354 were other law enforcement officers including railroad detectives, sheriffs, probation officers, judges, clergy, school personnel, and other persons dealing professionally with youth problems.

## ORGANIZATIONS

There is a saying that if a problem existed in England, they would call a special session of the House of Commons; if a similar problem existed in France, they would elect a new premier; but if a problem existed in the U. S., we would appoint a committee. That is pretty much the way we are trying to solve our juvenile problem.

It is important that a good organization be established to handle any problem, and the juvenile problem is no exception. The International Juvenile Officers Association was organized in Oakland, California, in March, 1957. There were about 150 delegates at this meeting from 17 states and 6 foreign countries, including Japan, Hawaii, Indonesia, Thailand, and France. The second meeting of this organization was held in Milwaukee this past April and the next will be in Seattle in 1959.

The Illinois Juvenile Officers Association was organized in Chicago in April, 1956. Several Chiefs of Police were helpful in setting up this association. Other states, such as California, New York, Wisconsin, Minnesota, et al., have had state organizations for several years. A "Central States" group, covering Wisconsin, Minnesota, Iowa, Michigan and Illinois, was organized and had two or three meetings, but after the formation of the International this idea was dropped. I should like to add here that the officers and members of our state organization have been very active in their counties and communities. They are a pleasant and efficient group of officers.

County and area associations have been organized in different parts of the State. Cook, Lake, DuPage, Madison and St. Clair counties have completed their organizations, and several others are in the process of being formed. The purpose of these local organizations is to have occasional meetings to discuss local problems affecting juvenile work. They also plan to have their own educational programs from time to time to further acquaint them with the latest methods and techniques. These meetings will be a lot of help to the new officer in charge of the work in his city. I have met with these groups at different times and I am sure a lot of good will come from their meetings.

## ADVISORY COUNCILS

Many cities have advisory councils to assist the juvenile officer with his program. The advisory council is a committee of about a dozen men and women who work in closely related fields, such as public welfare, YMCA, and YWCA, CYO, public and private school administrators, county court, state's attorneys, clergy, and anyone whom the juvenile officer thinks can make a contribution to the program. This committee is selected by the chief of police and juvenile officer in charge of the Bureau. Usually the committee starts out with two or three people who are keenly interested and then they in turn increase the membership through additional appointments. It is an autonomous group, which establishes its own rules and regulations and the time and place of meeting. They usually meet once a month with a luncheon.

The business is conducted in the usual manner. Various communications and discussions are a part of the program. Special problems pertaining to the welfare of the youth of the city are discussed. This is an excellent place for the exchange of ideas and opinions, as well as to learn what other agencies are doing in related fields and how the juvenile officer can be of service to them. Recently it was my pleasure to sit in with the Advisory Council of Peoria. This council had a membership of some 12 to 15 interested persons, men and women, white and colored. The meeting lasted about 40 minutes after a luncheon. The one point that impressed me was the keen interest of all the members.

It is my responsibility to attend as many of these meetings from the International down to the Advisory Council, as possible. Recently I attended a meeting of the Juvenile Officers of the City of Chicago. I was really convinced that something was being done for the youth of the city when I saw 230 specially trained and educated men and women working with one specific problem. The City of Chicago certainly is to be commended for the excellent work it is doing.

## YOUTH BUREAU

The committee at East Lansing spent considerable time in the discussion of the Youth Bureau, or Juvenile Control Units, as they prefer to call it in their bulletin. The results from the questionnaire to 611 police jurisdictions reporting, indicated that 50 per cent at that time had Juvenile Control Units. California and some of the eastern states have had units for many years.

Mrs. Katherine Brownell Oettinger, director of the U. S. Children's Bureau, in her recent speech at the International Juvenile Officers Association in Milwaukee said, "The police during the past decade have been moving toward their own keynote on children, as they have advanced their concepts of protection and more understanding of delinquent and neglected children. The police, more and more, are aware of their own crucial role in delinquency, for they realize full well that even the most casual contact with the child by the police can have a profound influence upon the child's life. The growth of juvenile bureaus in the police departments is a healthy sign of the recognition of this basic principle."[3]

Our own Dr. Lois Higgins, director of the Crime Prevention Bureau, Chicago, in her most recent book, *Criminology and Crime Prevention*, said, "One cannot help noting the fact that the police have done an extraordinary job in many places of carrying out this mandate (referring to the will of the people in our laws and courts for protection and rehabilitation of youth). It is done in the emphasis on juvenile delinquency problems, in the in-service training of the recruit, in the organization of trained officers, in specialized units to handle the juvenile delinquency problem, in the care of juveniles taken into custody, in the disposition of cases of juveniles and in the maintenance of the confidential character of any records that are made, or in fingerprints where they are authorized, or photographs.

*Semi-annual Executive Board Meeting of the Illinois Juvenile Officers Association October 29, 1958. Anna Jones; Officer John V. Conroy, Chicago Park District Juvenile Police; Capt. Willard M. Koeppel, Director Crime Prevention Bureau, Peoria; Sgt. Charles Taylor, Chief Juvenile Officer, Wilmette. Standing: Irvin K. Juergensmeyer, Educational Consultant, Illinois Youth Commission; Patrolman Maurice Nudelman, Juvenile Officer, Lincolnwood; Juvenile Officer Vincent Burke, Chicago; Patrolman John Bullaro, Elmhurst; Sgt. William P. Bartlett, Juvenile Officer, Evanston.*

"While the patience of police is often tried by defiant, aggressive, and insulting juveniles, whose manner is calculated to provoke punishment, and who represent a threat to personal safety, the police have kept the faith, in the social gospel, and their attitudes have been constructive both in terms of the protection of society, and the opportunity of self-reformation of the individual."[4]

The Delinquency Control Institute in the University of Southern California, under the capable direction of Mr. Dan G. Pursuit, has made a valuable contribution in the education of officers in this special field. A number of officers from our state have graduated from this school.

The University of Illinois has a Police Training Institute. Police Work with Juveniles is a part of this program. The curriculum in this field will be expanded in proportion to the interest shown by chiefs of police and sheriffs in the training of their officers who do juvenile work. It would be helpful if these interested authorities would telephone or write the Director of Police Training at the University of Illinois, expressing their desire for additional training in juvenile work for their officers.

Professor Martin H. Neumeyer from the University of Southern California says, "The chief purposes of such police bureaus (departments or divisions) are: to central-

[3] Mrs. Katherine Brownell Oettinger: Unpublished Manuscript, pp. 12-13. *Keynote on Children*, May 21, 1958.

[4] Lois Lundell Higgins and Edward A. Fitzpatrick: *Criminology and Crime Prevention*. Milwaukee, Bruce Publishing Co., 1958, p. 390.

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ize and improve the treatment of juvenile offenders, to find and remove community conditions that hinder law enforcement and tend to contribute to misconduct, to build up constructive forces that tend to keep the youngsters out of mischief, and to develop a more cooperative attitude upon the part of youth and the community toward all law enforcement activities."[5]

Some of the first Youth Bureaus to be established in Illinois were in the Chicago Police Department, the Chicago Park District, and police departments in Peoria, East St. Louis, Rock Island, Wilmette, Winnetka, Evanston, et al. Within the last few years the movement has grown rapidly. According to our directory which was completed in 1957, 68 cities outside of Chicago and a few county sheriffs reported having juvenile bureaus or specially appointed officers to handle the youth problem.

CAUGHT IN THE ACT. *State Trooper John Smits is surprising two youths in the act of taking hub cap from an unknown car.*

Some police chiefs have been somewhat hesitant about setting up a special unit or appointing a special officer for juvenile work. Other chiefs have appointed an officer but the duties have not been clearly outlined. Chief of Police Leon Skousen of Salt Lake City, an attorney and former FBI officer who is regarded as somewhat of an authority on juvenile work, says, "Some chiefs of police think a juvenile bureau is something to have rather than something to use effectively."

It is quite easily understood why a chief would hesitate to put in a new unit for there are many unsolved problems which need to be considered—administration, financing, trained personnel duties and responsibilities, acceptance by other members of the Department, special office space, etc.

EDITOR'S NOTE: Watch for the second installment in this interesting series of two articles in the May-June issue of POLICE. ★★★

[5] Martin H. Neumeyer: *Juvenile Delinquency in Modern Society*. New York, D. Van Nostrand Co., Ind., 1949, p. 291.

# Texas Citizens Honor Lawmen

By J. E. Connally

EDITOR'S NOTE: *J. E. Connally, oilman of Abilene, Texas, is serving his second term as President of the Texas Law Enforcement Foundation. Under his guidance, the Foundation has further developed its aid to the law enforcement profession.*

*A prominent businessman of Texas, Connally is President of the Connally Oil Company, of Abilene. He is Vice-President of the Independent Petroleum Association of America; member of Executive Committee and a director of West Central Oil & Gas Association; a director of the First State Bank of Abilene; and Vice-President of the Abilene Symphony Orchestra. He is also a member of the Kiwanis Club and Petroleum Club of Abilene, the Masonic Lodge and Shrine.*

*Connally also serves as director of the Missouri-Kansas-Texas Railroad and as a member of the Advisory Board of Scott and White Hospital.*

## FAMOUS TEXAS RANGERS FETED

IT'S a bald-faced myth that all Texans are rich, but it's true they're proud—especially of Texas traditions and those who have built them. Last October, 650 Texans proved it by paying $50 a plate to attend a banquet honoring the 50 present members of the 135-year-old Texas Rangers.

But there was more than pride behind the affair that brought an overflow crowd from all parts of the Lone Star State to Fort Worth's swank Ridglea Country Club. There's an awakened interest in good law enforcement in Texas, and it didn't just happen.

The celebrity-packed dinner climaxed Law Enforcement Appreciation Week, October 5-11, so proclaimed by Texas Governor Price Daniel. The week-long observance, during which towns and cities all over the state bestow honors and much-deserved recognition on law enforcement officers, is part of a many-sided program carried on by a group of private citizens comprising the Texas Law Enforcement Foundation.* The banquet—which will be an annual event—highlighted TLEF's third year of inspired, astutely organized and highly productive stumping for greater public interest in good law enforcement.

The banquet tables were lined with VIP's of law enforcement, government and business from around Texas and the nation. Mystery writer Erle Stanley Gardner was on hand with his two associates, Sam Hicks and Jean Bethell. Gardner, a criminal lawyer and co-founder of the Court of Last Resort, has served as a special advisor to the Foundation since its beginning in 1955. As a vociferous advocate of higher pay and improved facilities for law enforcement officers, he told the group:

"You can't buy good law enforcement in the bargain basement. We can't pay lawmen what they are worth, but we can pay them in terms of human understanding, of human dignity, of appreciation and help."

Hollywood character actor Chill Wills, a native of Seagoville, Texas, was there. Refusing to be second-fiddled by the badge-toting peace officers present, he got a laugh by throwing open his coat and displaying a private collection of honorary badges big enough to fill a small bulletin board. The "Sage of Seagoville," praising the Rangers, quipped: "You can't beat a Texan—unless you play football for Notre Dame."

Flanking these and other celebrities were General Charles P. Cabell, Deputy Director of the nation's Central Intelligence Agency; Brigadier General W. L. Fagg, Provost Marshal of the U. S. Air Force; and Colonel Stanley Grogan of the Central Intelligence Agency.

General Cabell, himself a Texan and brother of a TLEF director, Earle Cabell of Dallas, made the principal address. He described the skullduggery to which the Communists will stoop for propaganda purposes. As an example of the Reds' deceit, which is exceeded only by their vivid imagination, he cited a forged letter purportedly written by Nelson Rockefeller to President Eisenhower. It outlined a plan for gaining economic control of the entire world.

Forty-three of the famed Rangers were present—probably the greatest number ever assembled at one place and time, since the Rangers have never operated as a collective band. They are divided into six companies situated at various points in Texas. Their reputation for working alone, or on rare occasions in small bunches, is probably responsible for such old jokes as the one about the Ranger who showed up to quell a riot—by himself, since "They's only one riot, ain't they?'

Organized in 1823, before Texas had won its independence from Mexico, the Rangers started out with ten men. Their job was to "range" the frontier, protecting colonists from Indians and bandits and making individual reports on conditions at widely separated points. Having been continuously active ever since, the Ranger force is generally ac-

* See POLICE for March-April, 1958.

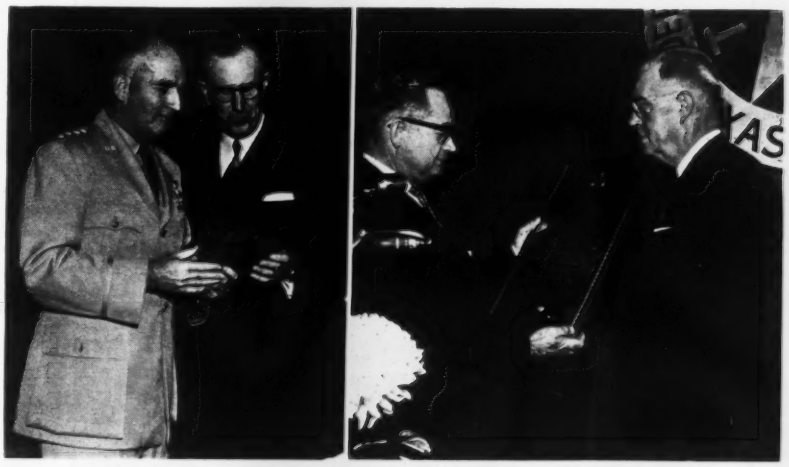
knowledged to be the oldest law enforcement body in the world. Colonel Homer Garrison, Jr., director of the Texas Department of Public Safety, serves as Ranger commander.

Fabled in song and story, adulated by every Texas schoolboy, and respected by every Texan good or bad, the Rangers have earned a great deal of glory but unfortunately have had little formal recognition. Said TLEF Director Ben Wooten of Dallas, who was master of ceremonies: "The very words 'Texas Ranger' fill every Texan's heart with pride. But this is the first time we have paused to tell them of our gratitude." He added, "I never thought I'd see an overflow crowd at a $50-a-plate dinner."

As the climax of the event, the Rangers were awarded a handsome engraved wall plaque to be hung in Ranger headquarters at Austin. TLEF Vice-President E. B. Germany of Dallas awarded similar plaques to each of the Ranger companies, and gave framed, engraved certificates of commendation to each individual Ranger.

General Cabell received a special plaque recognizing his contributions to national security as second in command of the nation's top intelligence agency.

A note of tradition was injected by giving each guest a large, specially-designed bronze medallion patterned after the badges which the early Rangers hand-carved for themselves out of Mexican silver dollars. Behind the head table and speakers' rostrum hung large replicas of the badges worn by members of the various state and local law enforcement agencies in Texas—the Department of Public Safety, Texas Liquor Control Board, Game and Fish Commission, and Sheriffs, Police Departments and Constables.



*(Left) Master of Ceremonies, Ben Wooten of Dallas, presents appreciation plaque to principal speaker, General Charles P. Cabell, Central Intelligence Agency, Washington, D. C. (Right) Foundation President J. E. Connally, presents plaque for Texas Ranger Headquarters in Austin, Texas, to Colonel Homer Garrison, Jr.*

Each banquet guest was also given a copy of *Crime* magazine—the most comprehensive survey made of crime in recent times. It was published by Chance Vought Aircraft of Dallas, Texas, in their association with the Texas Law Enforcement Foundation. *Crime*, edited by John Innes, Editor-in-Chief of Public Relations at Chance Vought, resembles *Time* magazine in format. If you would like to have a copy of *Crime*, send your request to the Texas Law Enforcement Foundation, P. O. Box 912, Austin, Texas.

Tribute was given also to the Special Rangers (individuals appointed to auxiliary Ranger status), and others.

Proceeds from the banquet will go to help finance the work of the Texas Law Enforcement Foundation during the coming year. The organization's dozens of activities range everywhere from giving scholarships to the orphans of slain peace officers to maintaining operational funds for the use of narcotics agents.

Best-known TLEF activity is its operation of the "Crimemobile," a mobile crime laboratory and detection-equipment exhibit that has been viewed by more than two million Texans, largely in the public schools. The Crimemobile was on display before and after the banquet, and an impressive collection of old and modern Ranger equipment was arranged and exhibited by Ranger Captain Jay Banks.

Most recent Foundation project is the establishment of a fund to pay $5,000 to the widow or dependents of state-level commissioned peace officers killed in performance of duty.

Honoring law enforcement officers is in keeping with the purpose of TLEF, whose co-founder and first president, former Texas Attorney General John Ben Shepperd, declared:

"This is no crime commission, and we're not interested in criticizing anything but the failure to provide our law enforcement officers with the training, equipment, compensation and help that they must have to do their job."

TLEF is a unique organization, and Texans believe they have found in it at least one significant answer to the rising incidence of crime. ★★★

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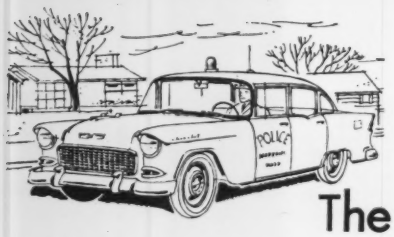
*Left, above: Center area of dining room at Ridglea Country Club, Fort Worth, Texas. Overflow crowd of 650 attended.*

*Left, below: Texas Rangers Captains receive plaques and individual certificates for all Rangers from Foundation Vice President E. B. Germany of Dallas. Left to right, Captains Jay Banks, A. Y. Allee, Frank Probst, J. J. Klevenhagen, Raymond Waters, Clinton Peoples, and Germany.*



# The One-Man Patrol Car—Overtaking and Stopping Felony Suspects

By Richard T. Runyan, Chief of Police and F. Samuel Ostertag, Assistant City Manager

EDITOR'S NOTE: *This is the fifth in a series of eleven articles appearing in consecutive issues of POLICE dealing with the techniques of* ONE-MAN PATROL CAR OPERATION. *They are based upon a series of training bulletins developed by the Police Department of Corpus Christi, Texas, implementing its conversion to the one-man patrol car system. The first article appeared in the May-June issue of the* JOURNAL.

Training Bulletin No. 5

## EXTRA PRECAUTIONS WITH FELONS

FOOLHARDINESS in a moment of excitement must never be allowed to triumph over the common sense an officer uses in his daily routine. Police work, with its inherent dangers, requires officers with patience, courage, and an ability to think in an emergency situation. Grandstand acts that unnecessarily endanger the life of a patrolman have no place in a well disciplined, smoothly running police organization.

A few instances of misconduct or unnecessary bravado on the part of one officer can bring the entire police force into disrepute, destroy the morale of other policemen, or result in injury or death to the careless patrolman or his fellow officers. A well trained patrolman will plan before acting.

A "rogue's gallery" is a vivid part of the memorized information that an experienced officer uses each day. Often it becomes necessary to stop known felons, whether for a minor violation, questioning, or suspicion of having committed another felony. The police officer operating a one-man patrol will have occasion to stop many felony suspects. When the driver is a known felon, or when there are known or suspected felons riding as passengers in the automobile being stopped, good judgment requires a single officer to call for assistance.

## FOLLOWING THE SUSPECT'S CAR

Time assumes additional importance when the patrolman is dealing with persons of known criminal record. The probability of attempted flight is much greater for a suspected felon than for a traffic violator.

Radio contact should be initiated with the dispatcher while the police car is in motion (contrary to procedures in stopping traffic violators). The one-man patrol car officer should keep his vehicle in a trailing position behind the suspect's car until the dispatcher has acknowledged the initial call. No attempt to approach a suspect's car should be made until after the initial call and the acknowledgement of that call have verified an understanding between the officer and the dispatcher.

The initial radio broadcast must provide the dispatcher with the patrol unit number; its location; and the make, type, and license number of the suspect's car. If the route follows a divided highway, the direction of travel becomes important and should be given when the location information is being dispatched. If a suspect is stopped at or near an intersection, the first street name given to the dispatcher should be the street on which the officer is actually traveling or stopping. For example, the call, "On Brownlee at Morgan," clearly indicates that the car is actually being stopped on Brownlee Street. This simple procedure will aid the assisting units in locating the scene of action and will be particularly helpful in congested areas.

The trailing distance between the suspect's car and the police vehicle will be determined by the judgment of the officer. The officer must remain far enough behind the suspect's car to allow for quick stops, sudden turnoffs, or other elusive maneuvers, but he must remain near enough to proceed legally through signs and signals with the suspect. A good rule-of-thumb for following a suspect in city traffic is to maintain a distance of approximately fifty feet between vehicles.

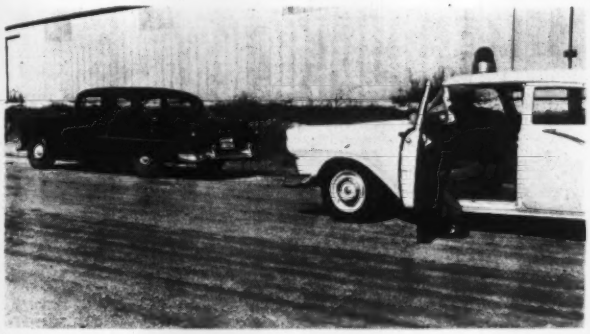
## SELECTING A SPOT AND STOPPING THE SUSPECT

Familiarity with his district can be of inestimable value to the patrolman in picking the actual pull-over spot. Stops should be planned for the most populated area; a business district is preferable to a residential area, for it has the psychological and real advantage of offering potential help if it should be needed. Stops should be made on well lighted streets or in well lighted areas whenever possible.

The officer's own judgment will determine whether it is best to stop a suspect immediately or to follow him to a better stopping place. Ordinarily, a suspect should be followed until a good spot is found. It is best to arrange stops at intersections or addresses that will be readily familiar to the officer making the stop and to the

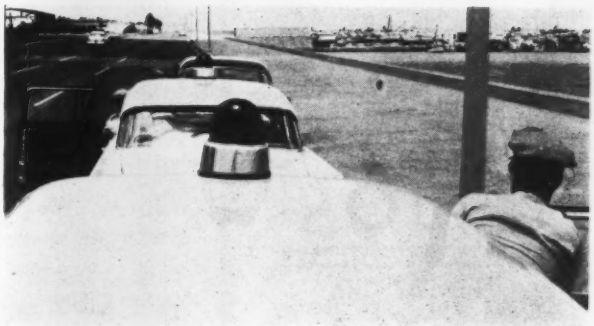
**Address:** Chief Richard T. Runyan, Police Department, Corpus Christi, Texas.

*Patrolman W. H. Lee demonstrates proper procedure when pursuing a known criminal until assistance arrives, before curbing vehicle.*



*Patrolman J. G. Pringle issues instructions to known criminal by having him keep hands in sight while officer uses police car as protection.*

*Side view of Officer Pringle giving known criminal instructions to keep hands in sight, before his approach to vehicle.*



*Vice Squadman Jack Vines, as dangerous criminal, after being stopped by Patrolman W. H. Lee, and the arrival of assistance by Patrolman J. R. Trammell.*

*Suspect, Detective W. C. Teter, Patrolman J. R. Trammell and Patrol Sergeant Alex Bullard illustrate the apprehension of a dangerous criminal.*

*Patrolman W. H. Lee and Patrol Sergeant Alex Bullard demonstrate procedure for removing dangerous criminal from vehicle.*

dispatcher. A familiar building or intersection is easier for assisting units to find; public phones are apt to be close by; and additional help is more likely to be readily available.

The attention of the driver may be attracted by several short blasts of the horn. This approach should be used with felons, as it is used for misdemeanor suspects. However, when a known felon is involved, the officer should not hesitate to use his red light and siren. While a known felon may have had previous experience with a policeman's signal to pull over, he may still be frightened into panic behavior which could endanger the life of a patrolman. Thus, while the psychological advantage of surprise is important, startling a suspect can be extremely dangerous.

BEFORE LEAVING THE CAR, THE OFFICER SHOULD MAKE HIS INTENTIONS KNOWN TO THE DISPATCHER AND SHOULD WRITE DOWN THE LICENSE NUMBER OF THE CAR BEING STOPPED. SUCCESS OR FAILURE MAY DEPEND UPON PROPER COMMUNICATION WITH THE DISPATCHER. ★★★

# The "New Look" at Narcotics Is Just the Same Old Sack

By Malachi L. Harney

EDITOR'S NOTE: *Mr. Harney is a graduate of the University of Minnesota with a Bachelor of Science Degree in Education. After service with the U. S. Marine Corps, and as a high school Chemistry and Physics Instructor, he joined the Internal Revenue Bureau of the U. S. Treasury Department in 1920. For the next thirty-seven years he served the Treasury Department in many law-enforcement capacities, both as a Field Agent and Administrator. For sixteen years he was Chief of the Enforcement Division of the Federal Bureau of Narcotics. He went from that position to the Office of the Secretary of the Treasury, where he coordinated all of the Treasury law-enforcement branches, including Customs, Coast Guard, Internal Revenue, Secret Service, and Narcotics.*

*Mr. Harney has a long and intimate knowledge of narcotic law-enforcement problems. In the words of one of the nation's foremost police officials, "Mr. Harney has a greater knowledge of the national and international underworld than any man alive." Mr. Harney has brought to justice some of the world's most notorious racketeers, such as Louis "Lepke" Buchalter, head of "Murder, Incorporated," and Waxey Gordon, notorious narcotic racketeer. Commissioner Anslinger, of the Federal Bureau of Narcotics, describes him as one of the Treasury Department's greatest crime hunters.*

*This is the first of a series of three articles by Mr. Harney on the Narcotics problem.*

OF late, we have seen a rash of publicity from advocates that we take a "new look" at an old problem. Ever since this country undertook, early in this century, to do something drastic about a growing narcotic menace, there have been some people who thought we should attempt to handle the problem in a less forceful manner.

First and foremost among these, there has always been the addict himself. He, as all narcotic police know, has what, to him, is a simple and uncomplicated answer: "Just give me my drug and let me alone." In this position the addict has a few allies; some respectable. There are the well-intentioned who are trapped by the logic that the quick way to dispose of illegal acts is to make them legal! Again, there are those who are rightly indignant over the extreme inroads of alcoholism among us and are incensed over the disproportionate public concern with a social problem affecting relatively few. Then there is a strange group, well described by Prentice, writing in *The Journal of the American Medical Association* way back in 1921:

"Public opinion regarding the vice of drug addiction has been deliberately and consistently corrupted through propaganda. Cleverly devised appeals to that universal human instinct whereby the emotions are stirred by abhorrence of human suffering in any form, or by whatever may appear like persecution of helpless human beings; lurid portrayals of alleged 'horrible suffering inflicted' on addicts through being deprived of their drug; adroit misrepresentation of fact; plausible reiteration of certain pseudoscientific fallacies designed to confuse the unscientific mind; downright false statement, and insidious innuendoes assiduously propagated are brought to bear on an unsuspecting public to encourage it to feel pity for the miserable wretches, 'whose name is legion' we are told, and whose 'sufferings,' hysterically exaggerated, are graphically served up to be looked on as if they were actually being made 'victims of persecution' by the authorities, who would deprive the wretches of even the drug they crave."

And he went on to denounce:

"The shallow pretense that drug addiction is 'a disease' which the specialist must be allowed to 'treat,' which pretended treatment consists in supplying its victims with the drug that has caused their physical and moral debauchery. . . ."

Prentice's observations of nearly four decades ago accurately depict some of the material appearing in current speeches and literature.

One apologist for the narcotic addict, who has attained some emergence from obscurity by his bizarre stand on the narcotic problem, has recently taken up the cudgels with vicious attacks on narcotic law enforcement officers for their inhumanity in forcing addicts to undergo the "legal tortures" of frequent withdrawals from narcotic drugs. Borrowing a phrase, heretofore used to describe the slow death of narcotic poisoning, this "expert" has called these withdrawals "murder on the installment plan."

Just recently, I revisited the withdrawal ward of the United States narcotic hospital at Lexington, Kentucky. My escort, a great scientist in the field, commented several times that the withdrawal pavilion had long been "the quietest wing in the hospital." This was just a dramatic demonstration of what every informed person in the narcotic field knows—since the discovery and use of methadon to substitute for the drug of addiction and the subsequent withdrawal of methadon from the addict, the whole process runs a somewhat prosaic and uneventful course. But our "expert," having missed the boat by years, still finds withdrawal "tortures" a club with which to belabor the narcotic law enforcement authorities.

In the group described by Pren-

**Address:** Mr. Malachi L. Harney, Superintendant, Division of Narcotic Control, State of Illinois, Springfield, Illinois.

tice are the persons who advocate drug-feeding stations for the addict, with narcotics free or at cost "to take the profit out of the traffic." It is they who are assiduously trying to sell the American people on the myth of a non-existent "British System."

In this series of articles I shall try to deal at length with some of these proposals, whose superficial plausibility may have perplexed some readers. But for a proper understanding, we first must review some of the history of narcotic addiction and control in this country.

I suppose most people today think of narcotic addiction as something which sprang up about the close of World War II and became widespread, particularly among a quite young class of people. Those of us who long have been around the business know that this is a relatively old condition. It has plagued the human race for centuries. It has been a matter of concern in our nation for almost a hundred years. It became a very keen and pressing problem about the turn of the century. We had experienced the introduction of the habit of opium smoking into this country by the Chinese, the introduction of the hypodermic needle, the isolation and use of certain of the opium alkaloids, including a vigorous advocacy of the use of heroin as a cure for morphinism (it was to the extent they preferred to stay on heroin!). The opiate content of many proprietary medicines was such as to make them addicting. The upshot was a situation in which it has been estimated that one out of every 400 people in our whole population was a narcotic addict.

This brought about a reaction causing the enactment of the Harrison Law, which became effective in 1915. For a few years this law was left more or less to enforce itself, with partial success, until there was a flare-up of heroin use among young people in 1919 (how reminiscent that sounds!). Then commenced very serious efforts to curb the narcotic traffic in the United States. In addition to the federal laws, which were changed and strengthened from time to time, most states adopted some variation of the Uniform Narcotic Drug Act.

In reviewing this history, I hope to support my assertion that any good program of narcotic control must be one of complete containment. We cannot leave any small weak spots. And I think that this history will show that narcotics are narcotics; dope is dope; that "drugs are the thing"; and this is true whether the addict is able to purchase them freely in a legal, open market; whether they are handed out by a physician or a pharmacist, legally or illegally, to gratify addiction; whether they are acquired by chicanery or theft; whether they are the production of a clandestine, illicit traffic; or given to addicts freely in so-called clinics—all this is beside the point—however come by, the opiates are deadly, ensnaring, enslaving, habit-forming drugs.

In 1915, supplies of narcotics were available over the counter in any drugstore, or in a great many department and general merchandise stores, for that matter. Cut off from these, many addicts seem to have quit the habit. The persistent addict population turned to thievery and forging papers, including forged prescriptions. They tried the back door of the pharmacy. They sought out unethical medical practitioners. So promiscuous and indiscriminate were the operations of a few renegades that organized medicine, among others, saw to it that the principle was established—that furnishing narcotic drugs solely for the gratification of addiction was not good medical practice. In some cities official, so-called clinics were opened to feed addicts and were closed when they were shown to spread addiction and to produce scandalous abuses.

Then the narcotic traffickers went abroad. They smuggled drugs, sometimes by the hundred weight, occasionally by the ton, from chemical manufacturers in Europe. This source of supply persisted until international action provided that only enough drugs could be manufactured to meet world medical needs. With this accomplished, the traffickers were forced to go to the grass roots, or more accurately, the poppy fields; to diversion of opium at its source and to the subsequent manufacture of morphine and heroin in illegitimate, wildcat factories.

EDITOR'S NOTE: Watch for the second in this series of authoritative articles by Mr. Harney on the narcotics problem in the May-June issue of POLICE. ★★★

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## SERGEANT TO PATROLMAN

Officer O'Rourke, you are very versatile. I didn't know anyone could be so inefficient in so many different ways.

# Beat Patrol

## By Officer Charles Darragh

EDITOR'S NOTE: *The author is a patrolman with the Police Department of Tampa, Florida. In addition to other assignments, he has served as radio dispatcher, worked in the Identification and Records Bureau, and on special duty in the Detective Bureau. In this interesting presentation, he directs the attention of the reader to a patrol technique that has attracted the interest of a number of police administrators. The "cruiser" idea is not new but perhaps it has not received the attention that it may deserve as a phase of patrol organization and administration.*

RECENTLY this writer had occasion to chat with a retired policeman. He was a very old man, and we talked about the policeman's job back in the days when automobiles were a curiosity and telephones a rarity. In those days the foot patrolman performed a valuable and important service. His job was to preserve the peace and prevent crimes and other violations on his beat. He also acted as arbiter of neighborhood disputes, as youth counsellor, and, of course, he was the night watchman. If something happened he should know about, chances were he was told about it, because the people liked and trusted him, and they needed him.

"Things sure have changed," the old man said, his faded blue eyes taking on a far-off look. "Back in my day folks didn't have so much room to live in as they do now. Several hundred families lived in the few short blocks of my beat. These suburbs where everybody has a house with a yard around it are something new, you know. Back then, most families lived several in a building, and there wasn't much space between the buildings, either. Automobiles have made the difference. Easier to get around now."

**Address:** Officer Charles Darragh, P. O. Box 8852, Tampa, Florida.

I had recently read a report on the present discouraging rise in juvenile crime rates. "Youngsters, especially teen-agers, are one of our big problems now. Many people think you old timers did a better job of keeping them in line than the present-day police do."

"Well," he replied thoughtfully, "We knew all the youngsters, and their families too. Walking our beats we could generally keep an eye on them. And there were people who'd tell us the things we couldn't see."

"I guess that's not true in this day and age."

"My goodness, no. Nowadays they pile into an automobile and roam around miles away from home. And how can you know their families when they all live out in the suburbs?"

A week later I called on the police chief of a medium-sized southern city, one which has grown phenomenally, as have so many other American cities in the past several years. Having grown up in the age of automobiles, it's spread out, with housing developments, shopping centers, even factories scattered over a large territory. The chief was young, educated, intelligent, alert. I guided the conversation around to the foot patrolman and his function.

"The foot patrolman is an anachronism in the modern city," the chief said. "He can't do the job he's supposed to do, he doesn't have the equipment. He's as outmoded and inefficient as a horse-drawn patrol wagon.

"Foot patrol is ineffective, wasteful of manpower, and destructive of police morale.

"It is ineffective because the modern city has taken to wheels, expanded out and away from the foot patrolman. Criminals go to the scenes of their crimes and escape from them in high-speed automobiles. Offenses are reported and requests for the police are called in to headquarters by telephone and in seconds dispatched to the nearest radio cars. Who'd go out on the street looking for the officer on foot today?

"Foot patrol is wasteful of manpower because the foot patrolman literally has nothing to do but stand around. While he stands around on the streets doing nothing, politicians, newspapers and citizens raise the cry for more policemen to answer the increasing numbers of calls, and to handle the growing thousands of crimes in our burgeoning cities.

"Foot patrol is destructive of morale because no man worth his salt enjoys his work, or performs it effectively, if he believes his time and talents are being wasted."

The chief talked rapidly, earnestly, as if he had strong feelings on the subject. He paused to catch his breath before continuing. "Now, the vast majority of police administrators know this. But too often their hands are tied. For some reason well-intentioned citizens with much influence and no police experience insist on retaining this vestige of a slower and less complicated age."

I laughed. "Have you been able to do away with foot patrol beats?"

"My boy," he smiled because he wasn't much if any older than I, "I took the bull by the horns. Yes, I've done away with foot patrolmen.

"Yet the function which the foot patrolman served so capably half a century ago is even more important now in today's fast-paced and complicated society. I met this need by assigning intelligent and well-trained officers to lengthened beats superimposed over and re-enforcing the existing radio patrol car beats and giving them radio cars for speed

and instant communication with headquarters. I relieved them of the responsibility to answer radio calls so they can spend all their time attending to their special duties."

The chief went on to explain enough about these special beat officers' duties to arouse my interest. After I left his office, I drove my car around until I found a beat officer.

Gary Coleman was sitting in his police car writing a report when I came up to him, introduced myself and asked about his work. From my own experience as a police officer I know most of us don't like to be interrupted by garrulous citizens when writing reports; we have to struggle not to show annoyance. But this officer seemed to welcome the chance to talk with me and tell about his work. He motioned me to sit with him in the car out of the sun. "My beat," he explained, "extends 5.2 miles along two parallel main highways leading north out of the city. Most of the buildings on these highways have sprung up in the last few years, just about all of them since the war, and everything's pretty much spread out. Businessmen want plenty of parking space around their stores and offices."

Later I came to know Officer Coleman quite well. A fine example of the modern police officer, he's thirty-three years old and he's been a policeman for eleven years. A smidgen over six feet tall, he's a trim and muscular two hundred pounds. His eyes are alert; they can just as easily harden with determination or break into a warm and friendly smile. He was an honor student and star athlete in high school.

"Between these highways," he went on with a sweep of his arm, "and over there just to the west are new housing developments. I guess there are several thousand families living there."

"That's a good sized beat to cover," I said.

"There are two hundred and twenty places of business with a total of nine hundred and forty employes. These businesses include six drive-ins where teen-agers hang out, thirty-two bars and half a dozen pool halls."

I must have looked incredulous, because he smiled and explained, "It's my job to know my beat, and it's my job to know the people on it. I've only been assigned to this beat for eight months, so I don't yet know as many people as I will. But I figure I already know five hundred by name, and I could give you the names of another five hundred by checking my files. In addition, I know about three hundred youngsters."

"What exactly is your function as a beat officer?" I asked.

For several seconds Coleman was silent. "That's a little hard to put into words," he said finally. "Of course we don't have to worry much about the radio. We check in to our own office every hour by telephone, and patrol cars answer the calls. Naturally we listen to the radio whenever we're in the car going from one place to another or writing reports. If a patrol car fairly close by sounds as if he could use our help, we back him up. If a patrol car gets a call on our beat, we usually answer it, too, and offer whatever assistance we can give him. But we're out of the car most of the time talking with people. In school they told us our duties were to preserve the peace and prevent crime on our beats, to get information useful to the department, and to promote good public relations."

"How in the world can you preserve the peace and prevent crime on a beat more than five miles long?" I asked.

"It's not hard. Ninety-nine per cent of the trouble comes from the bars and drive-ins. If there's trouble in one of them, or if it even looks as if there's going to be trouble, we have a heart-to-heart talk with the proprietor. We let him know that if he doesn't police his own place, prevent disturbances, keep undesirables out, we'll police it for him. That means we'll start checking it several times a day. We're not too proud to call patrol cars in to help us when


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we need them. Naturally, that's bad for business. Most proprietors learn pretty sudden-like how to keep a clean, trouble-free place without our help."

"That sounds all right if the department backs you up."

"It does. Our sergeants help us all they can. I remember back in the old days when we used to walk beats only two or three blocks long. We had nothing to do at all, and the sergeants had nothing to do but sneak around and try to find us doing something wrong. They thought that was the supervisor's job! They were miserable and we were miserable and not much police work was done. But that's changed now. We have plenty to do and our sergeants are first-rate men. They know their job is to help us do the best job possible, so instead of trying to make us miserable they make it possible for us to enjoy our work by showing us how to do a good job. They don't scare us, they motivate us. For example, one of the sergeants' jobs is to keep up with known criminals."

"All known criminals in the whole city?" I asked incredulously.

"Yes. Let me explain that. In the Beat Patrol Section there are twenty-five patrolmen, four sergeants and a lieutenant. There are five beats altogether and we keep them manned at all times. These beats cover a total of thirty-one miles and include over 60 per cent of the city's places of business.

"The sergeants keep a current file of VCRs (voluntary criminal registrants) and known hoodlums. From information we and the detectives send in, the file includes their current residences, associates, hang-outs and the cars they drive. The sergeants pick out those most likely to be seen on each beat. We study their mug-shots and records and make special reports when we see them or learn something about them from our informants. We ride close herd on them, and that's a pretty good way to prevent crime."

"But there are other ways, too. On the midnight watch we check buildings and suspicious cars and persons. We make field interrogation reports on all persons we check, and whenever we find conditions around the buildings which invite crimes—such as trucks parked to obscure rear entrances, lights inside sometimes left on and sometimes off, or ladders left upright against the sides of buildings, we make reports. The day man on the beat takes these reports and calls on the businessman the next day to bring the offending conditions to his attention. Most businessmen are glad to be told about it and correct the situation."

"That brings a question to mind," I said. "Just what do you do on the different watches?"

"Well, I've already described what we do on the midnight," Coleman replied. "On the evening watch we concentrate on juveniles and teen-agers. We talk with them, get to know them. We learn who are the troublemakers, who needs help, and who are the natural leaders. All this, of course, is written down in reports which are digested by the other officers on the beat before being filed. We write a lot of reports. We each spend two hours or more each day just writing reports. But we don't mind because the reports are important."

He paused to light a cigarette. "Then on the day watch we mostly talk with business people and residents. We listen to their suggestions and criticisms of the police department, and they know the ideas they give us are reported to headquarters. We want all citizens to think positively about the job we do.

"The one thing we don't do is waste time in idle gossip."

"How do you avoid it?" I asked.

Coleman smiled wisely. "We cultivate subtlety and indirection in our interviews. They teach us that in school. Whenever we talk with someone we know what information we're after. We keep the conversation pretty much to these points: first, offenses which haven't been reported," he ticked them off on his fingers, "second, information about wanted persons or crimes being investigated by detectives or patrol officers; third, information about new residents or businesses in the neighborhood—whenever possible we call on them and introduce ourselves. In addition, we try to learn about opportunities for police speakers to appear before neighborhood, church and civic groups."

Coleman stopped talking. He listened intently to the car radio. "Zone twelve—signal twenty-three—ninety-four sixteen North Elm."

"The patrol car just got a call on my beat," he said. "I'd better take it too."

I opened the car door and stepped out. "Thanks for talking with me," I said. "Good luck!"

Gary Coleman waved as he drove off. ★★★

*Don't forget to look in the mirror!*

# Underworld English

By J. E. Schmidt, Ph.B.S., M.D., Litt.D.

EDITOR'S NOTE: *Dr. Schmidt is an honor graduate of the University of Maryland. His absorbing interest in lexicography and neologisms led him to specialize in finding or creating unusual and little known words that express precisely complex ideas. He maintains a file of 300,000 words indexed according to meaning. He is the author of* A DICTIONARY IN REVERSE OR THE REVERSICON: A MEDICAL WORD FINDER, *October 1958;* DICTIONARY OF MEDICAL TERMS FOR LAWYERS, *part of* COURTROOM MEDICINE, *September 1958, a compilation edited by Prof. Marshall Houts;* MEDICAL DISCOVERIES: WHO AND WHEN, *December 1958;* MEDICAL SLANG: A DICTIONARY OF ESOTERIC EXPRESSIONS; NARCOTICS: LINGO. AND LORE; LIBIDO: EXPRESSIONS AND ABERRATIONS; *and* THE LAW: CRIME AND PUNISHMENT, *published or being published by Charles C Thomas, Publisher.*

*Underworld slang can become an important tool of the police officer at the right time and the right place and Dr. Schmidt has made important contributions in the compilation of the criminal vocabulary. See how many correct answers you can give to the following questions.*

EACH of the following unconventional expressions is followed by three meanings or definitions, but only one is correct. Make your selections, then compare with the answers given below.

(1) ***Steel-and-concrete cure ???***

A. A severe prison sentence regarded as a cure for the criminal, the prison being conceived as "steel-and-concrete."

B. A method of treating severe narcotic addition by the sudden imposition of an inflexible regimen of total abstinence.

C. In gangland, the killing of an informer and the disposition of the body by weighting with steel or concrete and sinking in a river, etc.

(2) ***Narcotics ziph ???***

A. The euphoria or exuberance felt by a drug addict after the injection of a narcotic ration.

B. The physical and mental deterioration resulting from chronic addiction to narcotics.

C. An esoteric code language of drug peddlers in which certain standard words, usually modified by the inclusion of the particle *iz*, are given arbitrary concepts used in the traffic.

(3) ***Lie in state with the girls ???***

A. To smoke marihuana cigarettes, in allusion to the Misses Mary Jane and Mary Warner, alias hashish cigarettes.

B. To keep company with male homosexuals, in allusion to the double meaning of "pansy," an effeminate man or girl and a homosexual.

C. Of a procurer working for a brothel, to live on the premises; i.e., to lodge and board at the brothel.

(4) ***Dog's rig ???***

A. An improvised strait jacket used to restrain an unruly offender at the point of arrest, or in transportation.

B. An improvised stretcher made of broomsticks and an outer garment, as an overcoat, for the transportation of an injured person.

C. A bacchanalian orgy of sexual indulgence carried to prostration and followed by a back-to-back bored convalescence of the participants.

(5) ***Have a monkey on the back ???***

A. To be afflicted with the drug habit. Also, to feel the pains of the withdrawal ordeal. An allusion to the once popular monkey-on-the-dog act, in which a monkey held on inseparably to the back of a cavorting dog.

B. To have an extortionist on one's back and to pay blackmail in order to keep him silent, said esp. of a prominent person with an indiscreet incident in his past.

C. To have to deal with an obstreperous mistress whom a married man is trying to shake off, esp. one who has tangible evidence, as *billets-doux*.

Answers: 1-B; 2-C; 3-A; 4-C; 5-A.

★★★

**Address:** Dr. J. E. Schmidt, Monroe at Park, Charlestown, Indiana.

## OAKLAND ADOPTS SALARY FORMULA

Voters in Oakland, California, recently approved a salary formula for police and firemen. The formula provides for an automatic hourly adjustment of monthly salaries to follow the movement of average hourly earnings of production and related workers in the San Francisco-Oakland Metropolitan area. According to the Charter amendment, police and fire pay will vary according to the percentage change occurring in the annual average hourly earnings of industrial workers as published by the Division of Labor Statistics and Research of the State Department of Industrial Relations. The first adjustment under the new measure will take place on July 1, 1959. Thereafter, salaries will be adjusted each year according to hourly percentage change in industry.

# The Challenge of Store Security

By Loren E. Edwards

EDITOR'S NOTE: *Mr. Edwards retired recently from Marshall Field & Company in Chicago after twenty-four years as Manager of the Protection Department of this far-flung organization. His responsibilities for store security included the main down town store and stores in suburban areas and shopping centers, in addition to company warehouses. The name Loren Edwards is synonymous with the professional approach in store protection and over the years he has played a prominent role in the development of this highly specialized and important phase of store management. He holds a life membership in the Chicago Special Agents Association, composed of more than 500 special agents and investigators from government and private agencies and was President of the Association in 1954. Mr. Edwards could write an interesting book concerning the psychology and techniques of the shoplifter but has chosen to write one dealing with the general problem of store security under the title,* SHOPLIFTING AND SHRINKAGE PROTECTION FOR STORES, *recently released by Charles C Thomas, Publisher. Store security, as the reader will discover in the following article, offers challenging career opportunities to the ambitious young man and woman.*

STATISTICS on major crimes for 1957, from estimates by the Federal Bureau of Investigation, and published in the May 2, 1958 issue of *U. S. News & World Report*, totaled 2,796,400—up 9.1 per cent over 1956 and 23.9 per cent over the previous five year average. Police made 2 million arrests in 1,473 cities. Larceny was one category of these statistics on major crimes.

If all the crimes of grand larceny from stores were known, reported, and included in the quoted figures, and if all persons apprehended by store personnel were prosecuted, the aforementioned statistics would increase tremendously.

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Professionalization of protection departments of stores has advanced in recent years, the same as police departments, yet there has not been enough progress in the general cooperation of the two to combat the tremendous annual loss suffered by this one segment of the economy. The stores may be at fault because they have sometimes failed to solicit available help.

Protection problems encountered, especially in a large store, call for the cooperation of the special police with those of the local and federal agencies. There are excellent career opportunities for young men and women in the store security field and many stores have recognized the ability and need for protection personnel by generally increased remuneration.

The success of a store security department does not depend alone on the number of arrests made each year. Satisfactory shrinkage figures result from theft prevention, training of store personnel to eliminate errors and carelessness, and accounting accuracy.

Unfortunately stores cannot determine definitely how much of the yearly loss is due to theft, and what amount is due to neglect and carelessness, or errors in accounting figures. Many retail stores operate on a selling price accounting method which places each piece of merchandise in stock at the retail value. The failure to record markdowns for breakage or spoilage and reductions in retail prices, errors of salespeople, and theft, all contribute to a shrinkage figure when the year end inventory is taken. The valuation of the physical count does not tally with the assets shown by the book figures.

The fact that the theft portion of inventory shrinkage is an "X" quantity is the probable reason that merchants are often inclined to accept shrinkage as a condition about which little can be done. Yet shoplifting has become so extensive, in some areas, that the merchants and their associations have worked for the passage of special shoplifting legislation.

"A Bill—For an Act in Relation to Shoplifting" was introduced in the Illinois Legislature General Assembly in 1957. It was passed and signed into law by the Governor, effective July 1, 1957.

Section 3 of House Bill No. 333, 1957, Illinois, interprets the object and purpose of the statute: "Any merchant, his agent or employe, who has probable cause to believe that a person has wrongfully taken or has actual possession of and is about to wrongfully take merchandise from a mercantile establishment, may detain such person in a reasonable manner and for a reasonable length of time for the purpose of investigating the ownership of such merchandise. Such reasonable detention shall not constitute an arrest nor shall it render the merchant, his agent or employe, liable to the person detained."

Probable cause, as a defense to a detention made for the purpose of investigating the ownership of property in a shoplifting case, may protect the merchant in a false arrest suit. While probable cause is a question of fact, where the facts of the detention are reasonable, the decisions in some jurisdictions have held for the stores. In California (Collyer v. S. H. Kress Co. (54P (2) 20) 1936). In Ohio (Lester v. Albers Super Markets (Ohio Appeals 114 N. E. (2) 529) 1952, p. 532).

These laws are beneficial to the merchants but in themselves do not reduce losses to stores.

It has been estimated that the losses to merchants in Illinois, for one year, were in excess of $82 million. The figure no doubt was fairly accurate but was due to thefts by employes, as well as by shoplifters.

A report to U. S. stores, May 25, 1957, read:

| Charge to: *Your* Business, for the Year of 1956, | |
|---|---|
| For losses from bad checks | $600,000,000 |
| For losses from pilferage | 500,000,000 |
| For losses from fraudulent use of charge accounts | 150,000,000 |
| For losses from installment "skips" | 82,000,000 |
| For losses from cash register shortages | 41,000,000 |
| For losses due to time clock cheating | 150,000,000 |
| For losses due to hiring of improper personnel | 300,000,000 |
| Total | $1,833,000,000 |

I do not know the basis for these figures, but as far as loss statistics are concerned, they are not illusory.

The average shrinkage percentage of the larger stores in the country has been 1.5 per cent, or somewhat larger, for a number of years. An amazing loss, for all stores, would be computed assuming that only one half of the shrinkage figure was due to theft.

Small stores suffer thefts as well as large organizations. Small communities and shopping centers are plagued with shoplifters as much as, or perhaps more, than downtown shopping areas.

Sizable organizations frequently maintain protective staffs. Small stores and communities suffer their losses in comparative silence until they become serious enough to induce action, which often is to seek advice.

Counsel may be sought of a merchant's association; it may be from a detective agency; frequently recommendations to prevent thefts will be requested of protection personnel in larger stores. I have had many inquiries from personnel of other stores regarding their loss problems.

*Man shielding woman's movements while she's "boosting" a garment into the specially-designed opening at the other end of box. Salespeople, only a few feet away, admitted they had no idea about a "theft" in progress.*

*"Inside story" about the booster box. While being shielded, "shoplifter" is prying open spring-tight lid of box and deftly squeezing jacket inside*

*Two "shoplifters" casually depart from the scene of their crime. To all but the most observant, they appear to be only innocent shoppers.*

How often are the local law enforcement agencies appealed to by storekeepers? How many known thefts from stores are reported to the police and included in the crime statistics?

When merchandise valued at $50,000 to $100,000 is stolen from one small store the police are appealed to for assistance. In a recent Chicago case four persons—two male employes and two women accused as receivers—were jailed. The resulting publicity was headlined "Hint More Arrests in Store Thefts," and stated that the theft ring operated by having "pickup points" along N. Michigan Ave. where the merchandise was transferred to "fences" for sale.

In this case the four persons arrested will no doubt be successfully prosecuted and the number included in the statistics on crime. Thousands of persons are apprehended each year, released by the stores without prosecution, and fail to be included in any official classification. It is not possible, nor practical, for stores to prosecute every person apprehended for shoplifting; therefore, reliance on official criminal statistics results in a considerable underestimation of crime.

A self-service market, in a community of 5,500, has been losing one or two cartons of cigarettes a day. The loss is determined by the finding of the empty cartons in corners of the store far from the shelves where they are stocked, opposite the check-out counter. Instinctively the store manager questions the extent of other losses. These daily crimes are not being reported to the county sheriff, as burglary would be; they

*Another type of "false-bottom" used in a self service market and neighborhood store.*

will be solved by company personnel. An employe of the company from a store, in a town forty miles away, will pose as a customer and watch for the culprit. He will probably apprehend the thief; that is, if an employe is not involved and the thief is not a professional who travels over that forty mile area; but it is almost certain that there will be no prosecution and no official record of the crimes.

Professional shoplifters travel over the entire country. Their police records often indicate arrests in many cities and the "fencing" of shoplifted merchandise is an interstate operation. One well known "booster" of art wares and antiques, from Chicago, was arrested in New York with stolen art objects valued at $10,000, ready to ship to Chicago. A man and his female companion stole men's clothing in Chicago and shipped it to Kansas City. Stolen furs are frequently shipped to distant cities.

A story in the *Detroit News*, May 16, 1958, states, "Shoplifters across the nation have lost a lucrative sales outlet for their loot in Detroit." In a search warrant raid on a home, police of the Detroit general service bureau recovered stolen merchandise, with original store tags still attached, valued at more than $8,000, all from stores outside Detroit. Two telephone calls from customers wanting to order goods, and boxes of merchandise from Seattle, Portland, and San Francisco, arrived while the police were at the home. The "fence" reported that she received about one-third of retail value for the merchandise she sold.

Police made the raid after receiving an anonymous tip. Information or tips, either anonymous or direct, cannot be ignored. During my career in store protection many shoplifters and employes have been apprehended due to a follow-up on information received.

Stores, and their customers, suffer from crimes of all types, committed by both professional and amateur criminals. Shoplifting constitutes the largest category of apprehensions. Males and females, adults and juveniles, of all races and occupations, may be tempted to shoplift.

The composition of age and sex in one study involving 1253 arrests for shoplifting were: Women (18+) 56.6 per cent; girls (–18) 11.0 per cent; men (18+) 11.7 per cent; boys (–18) 20.7 per cent.

The same study of 1253 cases indicated that 18.1 per cent of those arrested had stolen merchandise valued from $20.01 to $50; 5.8 per cent a value of $50.01 to $100; and 2.1 per cent a value over $100. These figures would indicate that the majority in the study were amateur criminals. Professional shoplifters and narcotic addicts usually steal merchandise valued at over $20 because of the higher resale value.

Employes in retailing are constantly exposed to a wealth of things wanted, and a great many things that cannot be afforded. Employes are a source of thefts from stores; they steal both merchandise and cash, and along with the public are sometimes responsible for fraud.

Stores are subject to robbery, burglary, fraudulent checks, charge purchases and con games. Disorderly conduct arrests are not unusual in the larger stores.

Customers may be the victims of pickpockets and purse or package snatchings. "Pigeon-drop" and other confidence games are sometimes either started against customers, or finished in department stores.

Stores must solve and handle many of their own crime problems; however, because of the nature and scope of some offenses committed in or against stores, the assistance and cooperation of the local, and at times federal, law enforcement agencies are required.

Stores also need cooperation in the training of their personnel to work out their own protection problems. In some areas there are associations of protection forces which may or may not benefit the smaller stores. The retail merchants associations in some cities have conducted clinics, participated in by the law enforcement branches, as training sessions for the merchants.

A booklet, *Shoplifter Racket Tricks of the Trade* for all law enforcement officers and law abiding citizens, was published in the public interest, by American Stores Co. of Philadelphia,

Pennsylvania, and distributed by the Police Department.

The foreword by the Police Commissioner stated: "In bringing this booklet to the interested citizens, we, of the Police Department in the city of Philadelphia, Pennsylvania, welcome this opportunity to join hands with the business elements of our community. It will, we believe, afford training to individual citizens most likely to be victimized by the criminal types its pages so aptly describe." This team of business and police also distributed a pamphlet, *Law of the Jungle* that dealt with burglary and robbery.

In 1952, The Retail Merchants Association of Houston, Texas, helped the stores launch a campaign to curb shoplifting. Their bulletin estimated the rate of stealing in the local retail stores ranged upward to $3,000,000 a year. The R. M. A. made warning posters available to its members. Representatives met with editors of Houston's three daily papers to seek publicity assistance, which was granted. A training manual to alert employes to ways of shoplifters, and what to do when one was observed, was prepared and distributed.

Some stores have developed their own programs to train personnel in shrinkage and theft prevention. I have made and used picture slides, movie films, and various brochures and reports, some for the supervisory group and some for all employes.

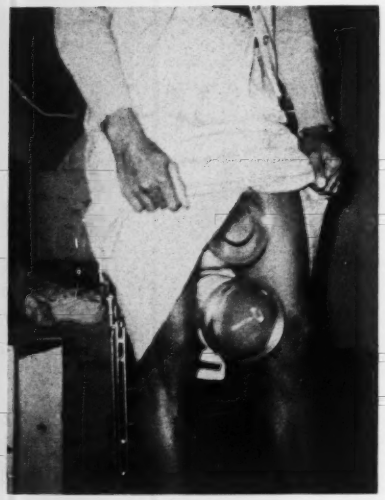
Pictures of known shoplifters in the Police Bureau of Identification files are sometimes helpful to store personnel. This is especially true if the pictures are full length and group photographs. The surest way to keep professional boosters from a store is to have protection and other personnel recognize them. I have followed a practice of sending employes to the detective bureau lockup, or to the courts, to see well known thieves. I have also had persons who have demonstrated an ability to help in protection, and who remember people, look at professional boosters or pickpockets while they are in custody in the store.

*Employes who steal quantities of merchandise other than wearing apparel, may hoard it. Recoveries may consist of bric-a-brac, linens, silverware, glassware, appliances, or other items.*

The traffic police sometimes come to the assistance of store detectives making an arrest, and detectives from the city bureau, assigned to the stores, handle lockup cases and follow them through the courts.

Stores should cooperate with the police department juvenile bureau in any program that they may have. The cartage or burglary detail is needed by stores operating a delivery system, and the bank detail can be of assistance on bad checks.

The fraudulent check artist does not stop after passing one check. In Chicago the stores, hotels, banks and currency exchanges, cooperate in distributing information on bad checks. When a check artist has been apprehended the police can often secure a number of complaints from the companies who have been victimized. This may help in the prosecution and it is definitely of benefit to the store to know that the person has been apprehended, even though



*"It is not unusual for a woman to carry a large canned ham, two or three cans of coffee, or as many as five cartons of cigarettes between her legs." Clothing, phonograph records, typewriters, and other merchandise is carried the same way.*

there is no restitution forthcoming.

Any store, community, or association, can reduce retailers losses, due to crime, if a concerted effort is made, but advantage must be taken of all possible aid.

Every criminal will cause someone, at sometime, and in someway, to become suspicious of his actions. If that dubious person has been instructed, or trained, in the action to be taken to either prevent a loss or apprehend the thief, losses can be prevented.

May I suggest that stores suffering large losses, and police departments receiving many complaints from stores, cooperate in a loss and shrinkage prevention campaign. Satisfactory results can be obtained.

One final word of caution. A campaign started this year, even if successful, must be repeated in some form again next year. The program can be varied in order to maintain interest, but must be repeated.

The fact that people forget the problems when conditions improve, and the fact that there is a large turnover in store employes, makes the repeat training programs necessary.

Store protection is a specialized field in law enforcement. The work of spotting, knowing, and capturing shoplifters, is as individualized as that of the pickpocket or confidence detail. There is still room for further professionalization of store details in some police departments, and store security departments. The solving of store shrinkage problems is an alluring and varied form of law enforcement.

*"Booster box." Standard equipment for many experienced shoplifters across the nation. Box made from a five-gallon tin wrapped in paper, bound to deceive the most alert eyes.*

*Thefts of one teen-age, part-time employe.*

Thefts from merchants have been common for centuries. The penalty for shoplifting in England, in the 18th Century, was death, and histories of criminals relate the execution of shoplifters in Tyburn. I predict that the age old problem will continue into the future presenting an opportunity for interested young people, of ability, to train for protection work in stores. ★★★

# Tips to Police Witnesses

By Joe H. Cerny

EDITOR'S NOTE: *The author was an official District Court Reporter in Oklahoma for thirty-seven years before accepting the position recently as Court Reporter for the La Plata County District Court in Durango, Colorado. As Chairman of the National Shorthand Reporters Association's Committee on State Legislation for the past seven years, he has written numerous articles concerning the activities of this organization. Mr. Cerny was admitted to the Oklahoma Bar in 1919. He is the author of* COURTROOM KNOW-HOW—OBSERVATIONS BY A COURT REPORTER, *W. H. Anderson Company, Law Book Publishers, Cincinnati, Ohio.*

*The appearance of a police officer in court as a witness in a criminal trial is a normal feature of his work program. Many officers regard the experience as something of an ordeal, while others seem to enjoy it. The late Albert S. Osborn, father of handwriting identification, referred to it as "the fierce light that beats on the witness stand." In this article, the author makes important, practical suggestions for reducing its candlepower.*

DURING thirty-seven years' service as an official court reporter, I have seen many serious criminal trials go astray. Many definitely guilty defendants have been released by well-meaning but misguided juries—and turned back on society to continue their criminal role.

I find there are two types of attorney engaged in defending criminal cases: *(a)* the conscientious, typical practitioner who will fight with every honorable means to safeguard all the moral and legal rights of his client; and *(b)* the crafty, aptly named "*criminal* attorney" who will go to any length in order to set free the most dangerous of predators. The latter type of criminal lawyer is (fortunately) in the minority, but generally he's the "slicker" with a widespread reputation for keeping big-time crooks out of jail. He caters only to "high class" criminals who have plenty of money with which to pay fat fees, to "buy" alibi witnesses, and even occasionally to bribe an under average juror.

What all can be done to remedy the situation? Well, I'm not smart enough to know what *all*. But, one thing I do know. If state's witnesses did a better job of testifying in criminal trials, the instinctively soft-hearted jurors would not be misled so often by wily cross-examination and by "clever" argument. I have seen many a policeman, many a highway patrolman, many a deputy sheriff so mixed up on the witness stand that his honestly meant testimony actually appeared doubtful—so susceptible of doubt, in fact, that the jurors seemed almost justified in saying "not guilty."

Most prosecutors are sincere, and also are quite competent in general. But during my long court reporting career, I've seen very, very few prosecutors who took thoughtful advance precaution to *help* their principal witnesses to testify fully, honestly and creditably.

About 99 per cent of the jurors are conscientious at heart. Every honest juror wants to return a verdict of guilty if his conscience will be fully satisfied upon his doing so. This means that the prosecution must make its case airtight and doubt-free. To accomplish that, the state's witnesses must be *helped* in every legitimate way. This necessity often applies even to long-time officers who have testified dozens of times. Extended testifying experience doesn't necessarily mean, in and of itself, *good* testifying experience. If an officer witness is once instructed properly, likely he will appreciate the teaching and will thereafter try to stay with it and benefit from it.

I remember Mr. P. H., an Oklahoma highway patrolman who would arrest drunk drivers and then press charges against them in court. He was an educated man and a good officer, but he always testified too zealously, made glib statements, volunteered his personal opinions concerning guilt, and then sought to "argue it out" with wily defense counsel in cross-examination. Usually the cross-examiner would succeed in making a "monkey" out of the patrolman, and succeed in getting the drunk driver acquitted, much to the patrolman's chagrin. Then one day Patrolman H. asked me why the defense counsel always jumped onto him so unfairly when he testified in court. Really, I felt I *had* to help him for my own benefit, as well as his, because his cross-examination testimony in case after case worked the life out of me in getting it all down straight. So, as an unavoidably close observer of criminal trials, I undertook to give Mr. H. a reporter's tips on how to testify understandably, truthfully and believably.

Afterwards this patrolman would smile broadly whenever we met. Frequently he remarked that my "witness coaching" was still "working fine" for him. I couldn't ever feel like taking any credit for the few "testifying" hints I gave him that day, for I felt that any prosecutor automatically could and should have done a much better instructing job than I had done.

Certainly every defendant who is guilty ought, in justice, to be convicted. Often a conviction, particularly a first-offense conviction, can

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straighten out the defendant and possibly prevent his becoming an habitual criminal. Moreover, proper convictions can serve as public warnings to other persons who might otherwise be tempted to drift into crime.

Improper acquittals, on the other hand, not only result in useless public expense; they encourage other people, particularly daredevil youngsters, to think that they, too, could get away with robbery, rape, or other offenses. Published reports of too-easy acquittals lead many a young potential criminal to believe that he's "got it made."

The prosecutor in his office, before trial, might well first give general instructions to all of his witnesses in a group along these lines:

## GENERAL SUGGESTIONS

"Remember, the prosecution will be building up the essential chain of facts, step by step, from the testimony of all state's witnesses. It won't be, for any of you, a personal contest or game of wits. Only one thing is important: the presentation of the whole truth, unequivocally and understandably, to the jury.

"If meanwhile you aren't absolutely sure of your recollection as to exact physical locations, distances, directions or lines of vision, or concerning exact dates, go and verify such point or points, making notes if necessary for your later assurance.

"When you begin testifying, be fair. Don't stretch the truth in any particular. Try throughout to forget that you know any of the other persons involved in the case, or that you have any personal attitude of your own on it. Never assume that you may personally have to justify yourself or save face.

"Listen carefully to each question, pause a moment, and then answer it calmly and without undue waste of words. Try not to anticipate any question, or to break into it while it is being asked.

"Should I need to interrupt you, I will give you notice by raising my hand. Watch me when I ask you a question, but do your answering in a clear voice for the easy comprehension of the farthest juror.

"Show complete respect toward everybody, especially the judge on the bench, and try instantly to obey any special suggestion the court may give you.

"When a question is objected to, keep silent until the court disposes of the objection and the question is repeated or a new one asked. Have patience. Take your time on the witness stand, and you will actually save time. Do not make snap answers without thinking. Hurried and chopped-up testimony generally is the kind that afterward requires rehashing and explaining.

"Don't ever be too quick to say 'That's all I know about this case,' or 'That is all that happened.' Better say, 'That is all I can remember at the moment.' Later you may be reminded of some other 'little' point which exists and which may turn out to be decisive. So don't close out positively any important fact in advance with a premature 'that's all.'"

## FOREWARNING ON "QUOTING"

Now, in cases where other people's oral statements are involved, the prosecutor ought also to explain to his witnesses why all pertinent conversations should be quoted in each original speaker's own words, rather than just lumped off in a witness' conclusions such as: "She decided to cash the check," or, "They thought it was an honest deal." Every witness should definitely understand in advance that, instead of being permitted to state his conclusions or opinions as to what somebody "decided" or "thought," the witness must repeat, in the grammatical first person singular, as nearly as possible the precise words that were spoken by each designated talker. May I illustrate with a semi-humorous example this point concerning "quotation" testimony? (The constable-witness involved not only was far, far below the intellectual level of most officer-witnesses; he was almost obtuse.)

*Judge:* "When you arrested the defendant, exactly what did he first say for himself as to why he had done the shooting?"

*Novitiate constable:* "He said he was drunk."

*Judge:* "State his exact words. He didn't use the pronoun 'he,' did he?"

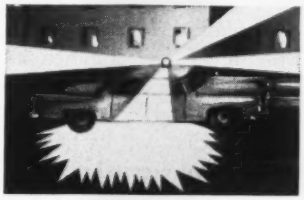
*Constable:* "Well, he sure said he was drunk."

*Judge:* "No, no; you haven't understood my question. I want to know his exact words. Did he say, 'I was drunk'?"

*Constable:* "No, your Honor, he never mentioned your name."

*District Attorney:* "Just a minute, Constable. You still don't understand. His Honor means, did the prisoner say to you: 'I was drunk'?"

*Same constable:* "No, sir, he didn't accuse you or the Judge, either one, of being drunk. And he'd better not, 'cause everybody knows that'd be a lie!"



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## DIRECT-EXAMINATION SPECIFICATIONS

Here follow a few specific suggestions on direct examination from a cautious district attorney:

"When I initially examine you on behalf of the state, listen carefully to my questions, take your time, and tell the full truth, bit by bit. Do that by answering my questions as fully as I permit you to do. As long as you are doing well in progressively building your answers, step by step, without crisscrossing and without any repetition or argumentation of your own, I will keep on pausing so that you may continue. Whenever in my opinion you will have legitimately gone far enough in extending a given answer, I will commence to ask you another question, and then the same procedure will continue over again. So keep on answering deliberately until I gently prod the examination along with a new question. In this way we will give the jury all the true facts, perhaps from two or three different viewpoints and yet without any objectionable word-for-word repetition."

## SPECIAL CROSS-EXAMINATION HINTS

"Now for the opposite kind of instruction. When the defense counsel begins to cross-examine you, pull in your line so as to make it short for your confident and comfortable handling. Listen then even more closely to each question, calmly answer it as precisely and as briefly as possible, then stop and wait for the next question. Remember that you will have already told all essential details through direct examination, so that you don't need to restate any fact concerning which the cross-examiner does not ask. If you do recall something new that you think is essential, don't blurt it out to the cross-examiner unless he expressly asks you about the particular point. If reasonably possible, you should save any new point for us to bring out on subsequent redirect examination. Just answer the cross-examination questions truthfully, without unnecessary additions and yet without appearing curt. In that way the defense counsel cannot, either by fair means or foul, discredit or cloud any of your testimony before the jury.

"If the defense counsel asks two or more pressured questions in a running streak, you may politely ask him which question he wants you to answer. If he tries to argue with you about it, don't let him make you mad. Ignore insinuations. You can slow down the questioning by making your answers deliberate."

Following is a demonstration of a good way for a witness to hold his own with an adroit cross-examiner:

"*Q.* You saw the altercation?

*A.* I did.

*Q.* Did you hear the man say, 'I will kill you?'

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*A.* No.

*Q.* Did you hear him say anything at all?

*A.* Yes, I did.

*Q.* What *did* you hear him say?

*A.* I heard him say, 'Please just leave me alone.'

*Q.* What *else* did he say?

*A.* That is all I heard.

*Q.* Now, Officer, did you confer with the state's attorney on your testimony before going on the stand?

*A.* Yes, sir.

*Q.* Did he give you any instructions on testifying in this case?

*A.* Yes.

*Q.* What did he tell you?

*A.* He told me something I already knew.

*Q.* What was that?

*A.* That I should listen carefully to every question and answer each specific question as accurately as humanly possible.

*Q.* And just what did you understand him to mean?

*A.* That the Court wanted the exact truth—nothing else.

*Q.* Ah! Now we are getting some place. Do you mean now to assert that you've told *all* the facts of this whole case?

*A.* No, sir; only the facts within my own knowledge.

*Q.* Then there *are* facts about this case which you do not know and have not told?

*A.* That is probable."

Now, you will note that in the above illustration the witness didn't overstate anything, wasn't afraid to make so-called admissions, and in general stood up so well under cross-examination that his testimony as a whole was probably strengthened in the minds of the jurors, instead of weakened.

## SUMMARY

Whenever you can't understand the exact meaning of a question, say so. If you actually don't know an asked-about date, or a given distance in feet and inches, simply say you don't know and stay with it. For if you ever start guessing, you may be led into saying things you don't mean. Remember if the cross-examiner tries to impugn your motives or otherwise to browbeat you, as your sponsor I will take your part; so will the judge; and likewise the jurors—in their hearts.

If the prosecutor has fittingly conferred beforehand with each witness concerning exactly what the latter knows about a case and also as to the manner of testifying, and in the courtroom asks simple questions methodically, the witness will easily remain levelheaded. Then no cross-examination can discredit or mix him up, or even drag out unduly his stay on the witness stand.

Suppose you are going to testify in a felony case, and that the prosecutor doesn't show any sign of intending to advise you to any extent on testifying technique. Well then you yourself, as a prospective witness, can help bring about a mutual understanding. You may ask the prosecutor: "How shall I do?—answer each question deliberately and keep on adding any essentials to my answer until you give me a 'stop' signal by commencing another question?" Chances are that the state's attorney will reply in effect, "Yes, that will be helpful," and he may then offer other suggestions of an appropriate nature.

With reference to the now-and-then puerile cross-examination, I think a general conclusion could be drawn here. Someday when witnesses generally are passably advised as to the appropriate *manner* of testifying, and when all defense attorneys are cognizant of that fact, then the occasional shyster lawyer will desist altogether from nonsensical cross-examination. Let's hope! ★★★

## FEDERAL LABORATORIES, INC., ANNOUNCES EXECUTIVE APPOINTMENTS

Federal Laboratories, Inc., pioneer in the development of tear gas, and the world's largest producer of tear gas devices, has re-shuffled its executive staff.

According to Robert B. Reynolds, President of Federal, Mr. Carl R. Weinert, Technical Director of the Company, has been appointed Consultant to the President. Mr. Weinert has been with Federal for 28 years. He is a graduate of the University of Pittsburgh in Chemistry. He has been responsible for many of the technical developments in the use of tear gas as a peace time law-enforcement weapon. He is also a recognized explosive expert.

Mr. Charles A. Kiernan, according to Mr. Reynolds, has been appointed Director of Sales, both domestic and export. Mr. Kiernan recently returned from an extended visit in South American countries where he studied the use and effectiveness of tear gas in law enforcement. Mr. Kiernan is a Duquesne University graduate, class of 1933.

Mr. Edward J. Koch, for 30 years with Federal in various capacities, and for the past 10 years operating as Assistant Sales Manager, has been appointed Sales Manager, Eastern Division.

Mr. William L. Elkins, a comparative newcomer at Federal, has been appointed Sales Manager, Western Division.

# Fire-Police Integration—Current Trends

By Chief John D. Holstrom

EDITOR'S NOTE: *A graduate of the University of California, Chief Holstrom joined the Police Department of Berkeley, California, in 1931, and became its Chief in 1944. By 1957, he had risen to the highest honor that can be bestowed on any man by the police field—the Presidency of the International Association of Chiefs of Police. In addition to his regular duties, he has served as a lecturer on the faculty of the University of California's School of Criminology, the School of Naval Administration at Stanford University, and the Southern Police Institute at Louisville, Kentucky.*

*Chief Holstrom has been called in as a Police Consultant in a number of cities and at the state and federal levels. In the nation's capital he has served as consultant on the National Security Resources Board; with the office of the Secretary of the Treasury; on the Police Advisory Committee of the Federal Civil Defense Administration; and as Police Consultant to the National Research Council of the National Academy of Sciences. In addition, he was chosen as Consultant for the Department of State in Germany in 1954.*

*To integrate—or not to integrate? In the following article, Chief Holstrom presents a clear and penetrating analysis of an important problem that engages the attention of the public safety field today.*

THE current trend is toward integration of the fire and police services. Today the fact is that the services in themselves have been or are being integrated, totally or partially, in a growing number of communities. This fact we should face squarely. I should like to review what fire-police integration means; why it is happening; where it is happening; and what the fire and police services should do about it.

**Address:** Chief John D. Holstrom, Police Department, Berkeley, California.

## WHAT IS FIRE-POLICE INTEGRATION?

In speaking at Pasadena, nine years ago, I said to a large group of fire chiefs: "I submit to you that they (the proponents of total integration) are on the wrong track. I don't think it is practical." That statement endeared me to the men in the room that day and it has been widely quoted. I thought I was right then. In those days we had had little experience with integration. We thought of it as total integration into one department manned with public safety officers. Some experiments with it had been far from satisfactory, which incidentally is still true in some places. Today we have had more experience. We know that part of our problem then, and now, is in the meaning of the word "integration" itself. It means different things to different people.

To some people, a simple consolidation of fire and police communications is integration. To others entirely separate fire and police departments under a single Director of Public Safety is integration. In some places partial integration means a Public Safety Department which combines the operations of fire and police departments but retains them as separate organizations with public safety officers assigned to each. And finally, to many people integration means total integration which eliminates separate departments of fire and police; establishes a Department of Public Safety staffed with public safety officers who are supposed to be equally capable of performing fire and police functions.

For this confusing group of definitions, I would like to propose a substitute; that is: "Integration consists of a consolidation of fire and police functions justified by the physical and social factors and other conditions in a community." This could mean a consolidation from partial to total. If so understood it might tend to avoid misconceptions and misunderstandings which have led us into some difficulties.

In any event, I now believe that my flat opposition to integration as expressed in 1949 was in error. Part of my difficulty then was with the word integration. It is now evident that in some localities in varying degrees it does work. In others it has been tried and abandoned. I believe its possibility or its operation should be viewed objectively and carefully in any given community. I think the time is past when the fire or police services should present blanket opposition as a matter of principle. There is no doubt that in some communities fire-police integration is here to stay. I believe that some degree of integration is possible in some communities; that it is impracticable in others; and that total integration has relatively limited application, at present, in the country.

## WHY INTEGRATION?

The basic reason for interest in fire and police integration is that local governments are forced to explore possibilities of conserving expenditures in light of rising costs and limitations on tax bases. Fire and police budgets represent a sizeable portion of operating expenditures. It is understandable that the possibility of reducing them is attractive. Particularly is this so when it is theorized that savings can be effected without reducing services

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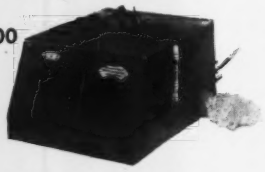

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below levels acceptable to the community. Conversely, and in all fairness, critics of integration claim, with some measure of justification, that some administrations are tempted to seize upon integration as a gimmick which sounds attractive on the surface, without fully exploring it or first looking to fully efficient operation of all departments of government. The decision should lie in the facts of the local situation.

## WHERE IS FIRE-POLICE INTEGRATION?

In October, 1957, the International City Managers' Association published *Management Information Service Bulletin No. 165* entitled "A Survey of Police and Fire Integration." It was based on a questionnaire survey of the status of fire and police integration in the country.

The bulletin reported that some twenty-three cities had then or may have some degree of integration. Of these, eight appeared to have total or nearly total integration. These eight cities ranged in size from 820 to 28,000 in population. Seven other cities were reported to have partial integration; they ranged in size from 5,000 to 75,000. Eight other cities were reported to be experimenting with integration; they ranged in size from 4,200 to 135,000. And seven cities were reported to have abandoned or rejected integration. They ranged from 6,500 to 113,000 in population.

It was also reported that twenty-three cities ranging from 5,200 to 57,000 in Quebec, Canada are integrated and that three cities in the same province in the population bracket, 15,000 to 62,000, had abandoned integration. The 1958 Municipal Year Book reported that seven cities adopted integration in 1957 and one city abandoned it.

Several observations may be pertinent concerning this excellent report. It is based on questionnaires; and all experienced administrators in government know the difficulty of deriving complete and accurate conclusions from this type of material. Despite this, it is evident that integration is on the increase. Certainly the fact that one city has integrated should not mean that another city of the same size can be successfully integrated to the same degree. The fact that one city tried and discontinued integration does not mean that the theory is necessarily unsound and that it would not have been successful had it been differently applied. The fact that one city voted against integration does not mean the vote might be the same in another year.

## THE PROS AND CONS

The arguments for and against integration have been extensively reported, and need not be repeated here. The International City Managers' Association has not by official action actively promoted the adoption of integration. However it has been the subject of considerable interest in their publications and in conferences of members.

The International Association of Chiefs of Police has taken no official position, although the subject was discussed in a panel session at the Chicago Conference in 1956. In that discussion, the practicability of merging the positions of fireman and policeman was questioned. The International Association of Firefighters has fully opposed the movement. The International Association of Fire Chiefs adopted a resolution in opposition at its New Orleans Conference in 1957. The position of the National Board of Fire Underwriters and the National Fire Protective Association is that they question integration.

The difficulty today is that proponents of integration have advanced theories and reasons not all of which could be supported upon careful analysis. On the other hand, opponents have advanced some arguments which could hardly be supported upon objective scrutiny. This suggests a less subjective approach to governmental efficiency is desirable. It appears that continuing interest and development of integration merits future objective appraisal of the supporting theories and assumptions and arguments on both sides of the question.

## WHAT SHOULD THE FIRE AND POLICE SERVICES DO?

The Fire and Police services should recognize frankly that the current trend is toward integration in some degree, in an increasing number of places. We can no longer simply ignore it; nor take an unalterable position that we oppose it. We must be well informed, which unfortunately neither we nor local government officials are. We should view it objectively and recognize there will be a growing demand for economies in local government.

The great need is to have the subject studied thoroughly by experienced police and fire administrators, jointly, so they may arrive at objective conclusions. One means of doing this would be to establish a field team or teams composed of

experienced fire and police representatives. These teams would study cities where there has been total or partial integration and compare them with similar cities which have not adopted integration. To implement such a program would require the sponsorship of some such organizations as International Association of Fire Chiefs or International Association of Chiefs of Police. Perhaps it should be done with the support of the International City Managers' Association or one of the professional associations concerned with local government, or police or fire administration. How this might be developed I am not prepared to suggest but leave to the possible consideration of one of the associations. Unless some such program is developed we are inviting decisions by persons, no matter how well intentioned, who are not experienced in technical operations.

Whether or not such a proposal is accomplished, we have local responsibilities which can be met in our local communities in the meantime.

The first is to be thoroughly informed about the best available information on integration and determine whether in any degree it could or should be applied in our local communities. This might well be done before someone or some other agency undertakes to do it for us.

There is available a selected reading list on integration which may provide some information of interest. I commend it for review to those who may not be entirely familiar with it. We have a responsibility to be informed on this subject.

The second, and perhaps more important thing, is to recognize that we must provide the most efficient service possible to our communities at the least cost. This could well entail a complete and continuing review of all of our departmental operations with the objective of finding means of doing better those things we must do. We could consider even the ceasing of some functions or operations which are no longer justifiable in the public interest. If we take the initiative in helping with the problem of operations versus available funds we will be meeting a part of our departmental responsibility to the governments and to the communities we serve.

## SELECTED READING LIST

*A Survey of Police and Fire Integration*—Report No. 165. Management Information Service, International City Managers' Association, Chicago, October, 1957. (Contains four pages of bibliography.)

*Fire and Police Department—Combining of.* Special Interest Bulletin No. 300. National Board of Fire Underwriters, November, 1953.

*Public Safety Services in Oak Park, Michigan.* Citizens Research Council of Michigan, Detroit, May, 1956.

*Report on Amalgamated Police and Fire Departments in Oak Park.* Charles Chambers in International Fire Fighter, February, 1957.

*Integration of Fire and Police Departments.* City of Peoria, Illinois, June, 1957.

*Interim Report of Integration of Fire and Police Services.* Winston-Salem, North Carolina, August, 1957.

*Utilization of Firemen's Time*—Report No. 164. Management Information Service, International City Managers' Association, Chicago, September, 1957.

Fire and Police Integration. Improvement or Impairment? R. Bruce Holmgren. *Mayor's and Manager's Magazine,* April, 1958.

Police-Fire Integration. *Kansas Government Journal,* May, 1958.

Personnel Implications of Fire-Police Integration. Robert A. Earle. *Public Personnel Review,* July, 1958.

*Municipal Year Book,* 1958. International City Managers' Association, Chicago.

*Municipal Fire Administration.* Institute for Training in Municipal Administration, Chicago. ★★★

## HOW MANY COURSES ARE THERE IN HIGHWAY TRAFFIC AND TRAFFIC SAFETY? ANSWER—975!

A directory of college and university training in highway safety and highway traffic has been issued following a joint survey by the National Education Association and the United States Department of Health, Education, and Welfare. The survey found that in 328 colleges and universities a total of 975 offerings are available for training personnel in these two fields. Some 82 per cent of the offerings are regular courses, and the remainder comprise short courses and conferences. Among the 975 offerings, 42 per cent are in the interest area of education; 35 per cent are in engineering or related fields; 10 per cent are in the enforcement area; 6 per cent comprise fleet operation; and the remaining 7 per cent are specialized offerings. The directory provides information as to when courses are offered and the credit hours given. In addition, the directory indicates the duration of short courses and conferences and the number of persons attending. Brief descriptions also are given of the work and program of 22 national organizations concerned partly or wholly with highway traffic safety. ★★★

EDITOR'S NOTE: *Copies of* COURSES IN HIGHWAY SAFETY AND HIGHWAY TRAFFIC—A DIRECTORY OF COLLEGE AND UNIVERSITY OFFERINGS, *99 pp., $1.00, may be obtained from the National Commission on Safety Education, 1201 Sixteenth Street, N. W., Washington 6, D. C.*

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# Stress vs. Empathy Interview Techniques

By S. J. Curtis

EDITOR'S NOTE: *This is the third and final article in a series of three by Mr. Curtis dealing with two basic types of interrogation techniques. The first article appeared in the September-October issue of POLICE, and the second in the November-December issue.*

## EMPATHY—NOT SYMPATHY

IT is sometimes hard to refrain from feeling sorry for the people interviewed but if we allow this personal involvement at the time of questioning we can no longer do a competent job of interrogating. Empathy means objective understanding, but it does not mean sympathy. The interviewer during the period of questioning is a neutral observer. He neither agrees with or condemns the subject. He attempts to understand his or her point of view.

## THE EMPATHY INTERVIEW

A. He must understand the subject's point of view.
B. Create in the subject a belief relationship.

*Rapport*:

The confidence and belief relationship must come before Empathy. To build this bond between the subject and himself the interrogator must be sincerely interested in the subject and his personal problems. To establish a belief relationship it is important that the interviewer in no way belittle the subject. There should be no criticism of the malefactor, no condemning of the person. This does not mean the interviewer has to approve of the subject's criminal behavior. His attitude is that he does not condemn the person—only that he does not approve of his criminal actions. It is possible to like and respect a person but still not approve or agree with the actions that person has taken. In other words, the interviewer must separate deeds from the person.

To start the subject talking he should ask neutral questions which make response easy. Emotionally loaded questions should be avoided in the early stages of the interview, particularly any questions related to the crime being investigated. If the malefactor tries to discuss the crime, change the subject by saying, "We'll get around to that later but first let's talk about you."

The conversation should be slanted by the interviewer to a "you" approach. His objective is to get the subject to talk about himself. He is a personality to be solved—a puzzle which he has set himself to untangle. More than anything else at the moment he wants to get to know the person behind the act and to understand why he has committed this crime. Questions on length of employment, where he lives, hobbies he is interested in, his ambitions and similar things are usually safe ground for opening questions.

Some areas of the subject's background may be emotionally charged and should be tested carefully during the early stages of questioning. Queries on home life, husband or children may have powerful emotional repercussions and should be skirted until the subject is talking easily about himself.

People like people with similar ideals and opinions. When it is possible to express agreement with the subject this is another step in winning his confidence. People are like mirrors, they reflect attitudes. If you are friendly, and show a sincere interest in the subject, he will usually respond with a favorable attitude.

After exploring the neutral questions, move over to questions which may have more emotional significance.

**Address:** Mr. S. J. Curtis, Security Superintendent, The J. L. Hudson Company, Detroit, Michigan.

Ask questions about his wife, then dip into the problems of personal relationships. Still leave questions concerning the crime itself alone.

Probe for emotional factors that may have disrupted his personality and led him to commit the criminal act. Explore his social relationships and economic situation. This material may later serve two purposes. First, it may explain motivation. Secondly, it may be useful when you later want to offer face-saving explanations for the criminal act.

## THE FEED-BACK

At this point you are now approaching an Empathy situation. It may have taken ten minutes or a half hour to get the subject to the point where he feels free to confide in you about his personal problems. The fact is that when he does begin to explain these personal matters you have accomplished the first step in your Empathy interview; he has confidence in you. He believes you are sincerely interested in him; he has confidence in you. Now, if he is willing to talk about his innermost thoughts and feeling, you can encourage him to reveal himself by a technique known in counseling language as the "feed-back."

The Feed-Back is a technique intended to keep the subject talking. As he begins to reveal himself he will release his inner feelings. Whenever he stops talking or an emotional block appears that makes it difficult to continue, the interviewer feeds back his own emotional feelings.

In other words, he mirrors his last expressed attitude. His best response is to review his own words—those words that reflect his feelings. For example, he might say, "When Marge left I felt I couldn't go on, I got blue and down in the dumps—" he stops and the interviewer feeds back his last stated feelings—he says, "You got discouraged and felt you couldn't go on?"—He picks it up as though given a stage cue, "Yes, that's right; Marge had been good to me and the children and I couldn't understand why she left." By reflecting his feeling you reopen the communication channel which was temporarily blocked and more inner feelings can be released. The Feed-Back principle is important in the Empathy interview. It is a technique that must be practiced until it becomes almost an automatic response. The interviewer will find opportunity in many daily conversations to experiment with this principle.

In many cases at this point in the interview, a complete and revealing confession has already occurred. Although we are outlining here the full method of interview, confession may come at any point in the procedure. The interviewer should be alert for signs of this and move into a discussion of the crime at any point where the subject begins to offer indications that he wants to confess.

## POINT OF CONFESSION

The amount of Feed-Back and emotion-response allowed the subject before moving the interview into the area of the crime itself must be determined by the interviewer's judgement in each case. Needless to say, the confidence and belief relationship must be firmly established and the subject must be exposing his inner thoughts and feelings before this critical moment of the interview is attempted.

When the interrogator feels the time has arrived to move over to the crime itself the move can usually be done on the basis of the subject's *motivation*. Because the interviewer has developed an understanding of his outlook he can try to clarify his motive for the criminal act and in so doing lead to an automatic admission of guilt. For example, he might say, "Then after Marge left, you became depressed and you felt that if you stole this money from the store you might be able to buy new clothes and fix yourself up, so you could win her back, is that right?"

"Yes, that's why I did it, I didn't mean to do wrong, I just needed money for new clothes and didn't know how else to get it so I took it from the register."

The interviewer would then follow up the admission to be sure it is a definite confession by saying something like, "But in taking the money you knew you were stealing, didn't you?"

Subject agrees, "Yes."

Interviewer adds, "And you know it's wrong to steal?"

Subject says, "Oh yes, I only wish I'd used my head! I know it was wrong and I'm sorry!"

In this manner the initial admission is established and the critical point of the interview has passed.

Obviously, the interview as outlined up to this point,


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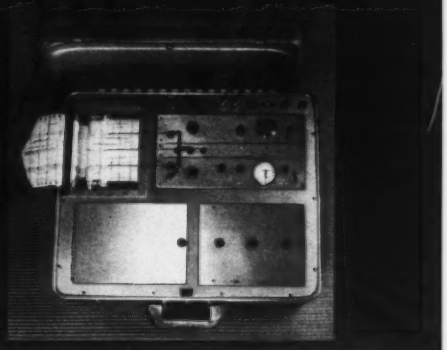

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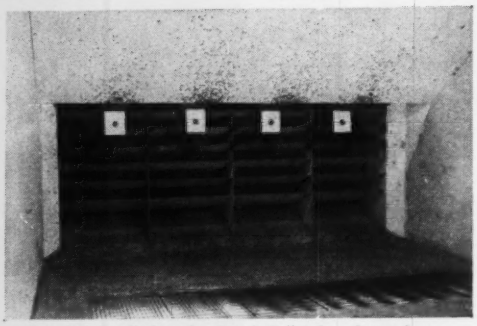

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is intended as a guide for the most difficult type of case an interviewer might have to handle. The question might well be asked—is this technique practical in the average cut and dried situation? For example, the shoplifting case where the merchandise is on the malefactor at the time of apprehension and the subject readily admits its theft. Or the shoplifting case where the evidence is clear cut?

The answer is definitely yes, except the plan is varied to fit the circumstances. In the average shoplifter case you would begin the interview by obtaining an immediate admission of theft of the items found when the subject was apprehended. A signed statement admitting theft of these items would be taken at the start of the interview. Then the Empathy aproach would be started with the objective of uncovering previous felonous acts and getting admission involving other known thieves. The purpose would be the recovery of stolen goods or arrangement for restitution on previous thefts.

We have applied the plan to the most difficult type of case—the one where there is only circumstantial evidence and the case can only be made by the interviewer's success in getting a confession from the subject.

We have suggested that one technique for gaining the admission is to restate the motivating factor which led to the crime. This method could also be labeled a face-saving method because you are applying the subject's own motives as an excuse for the criminal act.

The explanation of the interviewer must carry no implication of criticism of the subject. One of the reasons the Empathy interview is successful is because it sets the stage to approach the admission of guilt by exploring the *reason* for the criminal act. In this manner it avoids one of the greatest pitfalls many interviewers tumble into when trying to wrestle an admission from the subject. *The interviewer completely avoids any direct questions as to whether the subject did or did not commit the crime in question.*

Many an interview bogs down in a swamp of repititious arguments when the interviewer makes the mistake of asking the subject if he committed the crime in question. The subject gives a negative answer and the interview then becomes a determined tug-of-war between the interviewer and subject to try and obtain an admission of guilt.

Many times, as the subject becomes more and more entrenched in his negative attitude no admission is forthcoming. In other instances, a grudging admission may be finally obtained after considerable effort and the interviewer is so frustrated by the struggle that he doesn't have the patience to make anything but a token attempt at further admissions.

Questioning centers on why the subject committed the crime, how many times previously crimes were committed, how much is involved, etc. Any attempt to argue about guilt or innocence of this particular crime is completely avoided and any attempts on the part of the subject to start such a discussion are rejected strenuously. The interviewer refuses to review this instance because the facts speak for themselves and shifts immediately over to questions about previous thefts.

## INNER CONFLICT DEVICE

In almost all instances where a good Empathy interview has been conducted, the motivation method of gaining a first admission is effective. However, when this technique does not succeed there is one other suitable major device. This is the inner-conflict device and it has been proven a very successful technique.

During adolescence all of us develop an idealized mental picture of ourselves. This idealized personality is always with us. Each individual sees himself in his mind's eye as a good person, kind, understanding, noble —all the good qualities of mankind. We spend our whole lives trying to live up to this idealized portrait. It is a sad fact that all of us from time to time fall short of our own mental goals. The realization we have fallen below our ideals is very painful and consequently we ordinarily do not face this fact.

The interviewer can set up an inner conflict between the subject as he is and as he pictures himself in his idealized image. This is often a very effective means of gaining a full confession.

We approach this situation by attributing the idealized characteristics to the subject. For example, the interviewer might say, "I'm really surprised to find you in this situation. After talking to you I can tell you are above average in intelligence, you speak well and you make a good appearance. From what you've told me

you have had parents who taught you right from wrong. You are basically a very fine person with many above average traits—." The interviewer pauses and then uses the contrasting image, "and now here you are sitting before me, a common thief."

When applied properly this method of setting up a comparison between the person's idealized self and reality can be very effective. Usually the person will break down and confess. It should be noted that this device is the nearest thing to a stress element that is used in an Empathy interview.

## CONCLUSION

This method is a more satisfying technique of interview than methods utilizing fear-factors. Our experience shows that a full admission of the subject's activities is obtained just as often and with less strain by using the Empathy technique.

The fear motivated interview—even though no physical violence is used, can be just as painful a torture as a physical third degree. There are cases where fear is perhaps the only method which would be successful but it should not be applied needlessly. Every interviewer must be on guard against his own subconscious motives. Sadism wears many masks not the least of which is the one labeled, "rationalization." An interview done in anger or with a vindictive attitude should always be suspect. The interviewer must be alert to the possibility that he has a hidden drive to injure the subject which leads him to use the stress type of interrogation.

## SUMMARY

The principal ingredients of the Empathy technique are:

A. The establishing of a belief and confidence relationship between interviewer and subject.

B. A neutral attitude on the part of the interrogator.

C. The person being interviewed is respected even though the criminal actions are not approved.

D. Neutral questions are asked first to get the subject talking.

E. The interviewer is primarily subject-centered and is a good listener.

F. From neutral questions the interrogation moves to emotional probing inquiries and finally to the crime itself.

G. "Feed-Back" technique helps relieve emotional "blocks."

H. The crime admission is obtained by emphasizing the subject's motivation.

I. The inner conflict device may also be used.

We believe that interviewers interested in the problems of persuading people to admit anti-social acts will want to experiment with this method. Our experience has been that Empathy is a successful interview technique. ★★★

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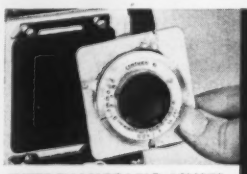

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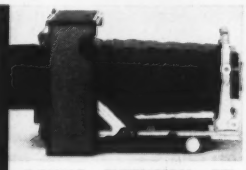

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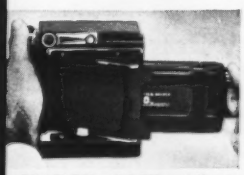

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# A Brief History of Police Communications

Edited by Robert A. Mason

EDITOR'S NOTE: *Following the policy of an expanding service to its readers, the* JOURNAL *is pleased to introduce a new regular feature beginning with this issue—*THE POLICE COMMUNICATION SYSTEM. *Presented under the auspices of the Associated Police Communication Officers, Inc., the new section will be concerned with the strategic role played by communications in modern police service and the administrative application of communication facilities to the police problem. In addition, this important section of the* JOURNAL *will feature among other things, new police communication system installations, new equipment, new operating procedures and the activities of patrol service in making the most of this new modern tool now at the disposal of the police. The twin forces—motorization and communications —have introduced a new era in the history of the police and to this development and new developments to come, this section is dedicated. The content of each issue will prove of important interest to administration, to the police communications engineer and his staff, and to the individual patrolman and detective.*

*The Editor of the new section, Mr. Robert A. Mason, is well known to the field. During World War II, he assisted in the design and construction of the original mobile transmitters used by the Police Department of San Jose, California. From 1941 through 1944, he was on an assignment as Radar Survey Engineer for the U. S. Air Force. He was a member of the original survey team which engineered the work on radar installations along the Pacific Coast. He served as a Communications Specialist in the U. S. Marine Corps from 1944 through 1946, returning to work as a civilian with the Air Force as a Communications Engineer. He was employed as an Assistant Radio Engineer for the San Jose Police Department in 1947. In 1948, he became Communications Director of the Santa Clara County Communications Department, a public safety communications organization with a total personnel strength of thirty-two employes and serving thirty-one police, fire and other public safety agencies within the County of Santa Clara. In addition to his other duties, Mr. Mason held the strategic position as Secretary-Treasurer of Associated Police Communication Officers, Inc., for a number of years. His presence as Editor of the new section gives assurance that this vital phase of modern police service will receive correct and appropriate attention.*

**Address:** Mr. Robert A. Mason, Associated Police Communication Officers, Inc., Santa Clara County Communications Dept., San Jose, Calif.

POLICE communications, contrary to many modern beliefs, is as old as the police service itself. Beginning with the establishment of some form of authority, a method of communications has existed to allow the successful completion of their assigned responsibilities. This, of course, was primarily by messenger and in the later days by bells, whistles, horns, and other devices, to either summon the "Watch" or to dispatch them to predetermined locations.

The beginning of police communications as we know it today, started around the mid-1800s with the development of the telegraph system. As the police agencies, particularly in the major metropolitan areas, became more deversified in their activities, the telegraph was used successfully between headquarters and the precinct stations. The greatest difficulty was the requirement of training police officers in the Morse Code or to employ extra trained telegraphers for this work. With the development of the telephone in the latter part of the 1800s, a truly great step forward in the development of police communications was taken by the establishment of telephone systems between headquarters and the precinct to replace the telegraph previously used. Here was a means for a police officer to have immediate communications with other police officers in the outlying precincts.

There was until this time very little communications available to the street patrolman who in reality was the officer to respond to the scene of the incident and take the action required. The first telephone box was located on street intersections and introduced in Chicago in 1880. The system was first installed in one of the most turbulent districts and at once increased tremendously the efficiency of the patrol force. Its success was so rapid that by 1893 no fewer than a thousand street stations had been installed all over the city of Chicago. By 1902, a total of 148 such street systems were established throughout the United States. This method still continues with refinements, of course, in many metropolitan areas

today. It provided an excellent means of placing the foot patrolman in direct communication with his headquarters and to some lesser degree enabled the headquarters station to contact the patrolman should he be in the vicinity of the street box. But with the growth of population and the development of more rapid means of transportation, a method was needed to contact the patrolman on those areas of their beat isolated from the call box.

One of the very first attempts in this country to employ a light signal for expediting patrol operations was made by a private nightwatchman in the city of Los Angeles in 1905. By hanging overhead lights controlled from one central location at street corners, headquarters was able to contact him by turning these lights on and off. Many other agencies were also experimenting with re-call systems and by 1910 an increasing number of police departments throughout the country had adopted this method. By using a series of code flashes various types of intelligence could be transmitted to the patrol officers. Here again, however, it was necessary that the officer be in the vicinity of a re-call light to receive the message. In many of the smaller cities throughout the country today the re-call system is still being employed.

With the development of radio communications primarily in the Marine field, experiments were made in the use of telegraphic communications by radio for police operation. This at the start proved to be inefficient and again required training telegraph operators to operate it. World War I brought about considerable development in the field of radio communications and successful two-way communications between moving vehicles was accomplished in 1917. The equipment was cumbersome and the remaining space in the vehicles was at a minimum. Nevertheless it proved that it could be done. After the Armistice, radio communications continued to develop at a surprising speed both in the field of amateur and commercial broadcasting. By this time the police patrol car had come into its own as had home built radio receivers for automotive use. In the early 1920s attempts were made by various police agencies to utilize the commercial broadcast stations for the transmission of police messages to patrol cars equipped with radio receivers. This, however, placed the entire activities of the police department before the ears of the hundreds of broadcast receiver owners. It was not very long before this method was determined to be impractical and was abandoned.

The years 1926 through 1928 represent a significant period in the history of police communications. During this period, the police in the various parts of the U. S. began to experiment with whatever radio apparatus was available. Transmitters constructed of spare parts and assembled with the assistance of local radio amateurs were installed on the police cars. Thus the first police radio system began. By 1930, police transmitters were located in many cities throughout the country, operating primarily in the frequency band 1600 to 2500 kc. One-way broadcast of police information to radio equipped patrol cars provided a fast and effective means for police personnel to reach the scene of any crime. For the first time the patrolman was no longer tied to a telephone or a re-call light. The effect on the number of arrests was immediate and the reduction of associated crimes well justified its installation.

There still existed a serious deficiency in the police communications system and that was the inability of the patrol car in the field to talk back to headquarters to request assistance, to acknowledge the receipt of assignments, etc. With the base station transmitters established in the 1600 to 2500 kc band it seemed logical that small transmitters could be built to operate from the car. From about 1934 on, various communications personnel throughout the country manufactured custom made transmitters operating in the low frequency range. Some difficulties were encountered due to coverage with such low power. Following the lead of the radio amateurs, experiments were conducted in the 30 to 40 mc band which for short range communications required considerably less power and resultant battery drain.

By 1937, some 73 police agencies were operating mobile units in their vehicles, transmitting on frequencies between 30 and 40 mc and 131 agencies were operating both their main station and their mobile units in the same frequency range. Here was born the two-way communications which now forms the nucleus of modern police communications systems. The only real disadvan-

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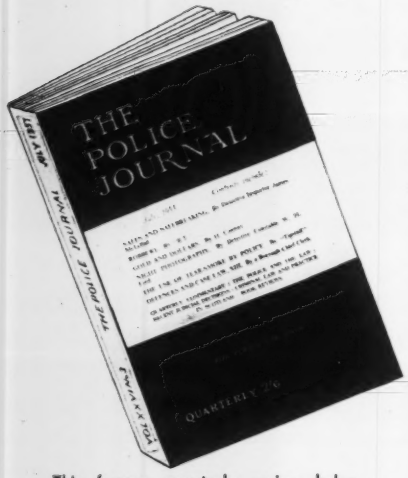


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tage was the amplitude modulation employed in the 1600 to 2500 kc and the 30 to 40 mc bands made the receivers susceptible to all types of man-made and natural interference and noise. This was particularly true of power lines, certain types of motors, and other similar equipment. There was in addition, a high inherent noise quality in the higher frequencies which produced an untenable hiss in the receivers. This and the man-made noise caused many officers to turn the volume of the receivers down or off and the advantages of the two-way radio was again lost.

Where there is a will there is a way and experiments were made with the use of FM, or frequency modulation. This was primarily developed by Link Radio Corporation in 1939, at which time the first completely FM police communications system was installed for the Connecticut State Police. A squelch circuit was also developed which in effect killed the receiver until the incoming signal was received. FM was also much less susceptible to man-made noise. The squelch circuit and FM started the rapid development of police radio communications that we know today. The millions of dollars spent on the development of electronic equipment in World War II opened the doors to the utilization of modern police communications equipment, providing low battery drain and a solid communications coverage area.

After a series of hearings before the Federal Communications Commission from 1944 through 1949 frequencies were allocated, rules revised and the public safety radio services established. The public safety radio services provided frequencies and criteria of operation for police, fire, highway maintenance, and forestry conservation activities of the governmental agencies. Rule making by the FCC in the spring of this year has extended the field of mobile radio even further into the various operations of governmental services.

Today as you look around, probably one out of every twenty cars you see is two-way radio equipped. The beginning of all of this started with the police service and probably many of the new and future developments, such as personalized radio to provide the foot patrolman with two-way communications, will be developed primarily for the police service.

Here is the history, you will make the future. ★★★

## POSTPONEMENT

In California, Caryl Chessman who has "staved off his execution for ten years" has been granted a "new" hearing. Meanwhile his fourth book will "soon be published in France."

# KNOW YOUR LAW

A Special Section of the Journal Devoted to Legal Questions of Direct Concern to Every Police Officer

By Francis C. Sullivan, Professor of Law, Loyola University

ONE of the defenses available to one accused of crime is that of entrapment. This defense is particularly suited to narcotics cases due to the widespread use of undercover agents in obtaining evidence, and its use has become more and more frequent in recent years.

The defense is available to an accused when the criminal intent has originated with law enforcement officers and has been implanted in the mind of an otherwise innocent person. In other words, the defense is that the crime would not have been committed but for the urging, persuasion or inducement of a police officer, and that because of such activity of the police the accused did not intend to commit the crime and hence cannot be punished therefor.

Although entrapment has been recognized as a defense for more than forty years, it has received the continuing attention of the courts and has proved to be a very difficult doctrine to apply to specific cases. Generally the particular police conduct involved in a case has determined whether or not the defense will be held to be effective. This has resulted in confusion as to what conduct is permissible and what is forbidden, and has made it most difficult for police officers to make an intelligent prior determination as to whether a plan to obtain evidence will result in a conviction or in wasted and often dangerous effort.

The entrapment doctrine is directed against a policy of making arrests and obtaining convictions by creating both crime and criminal. The fear that the police may be tempted to produce a record of success through the suppression of what might be called controlled crime has been expressed time and time again by the courts. With the basic policy few would disagree, but the doctrine has been extended to require a strict examination of the methods by which the police obtain evidence in a given case, even if the defendant's guilt be admitted, to make certain that the police conduct does not violate undefinable standards of fairness. This extension makes necessary the conclusion that we are not at times as concerned with what crimes a person may have committed as we are with the method of obtaining evidence to convict him for his crimes.

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It is generally held that officers may afford an opportunity for the commission of a crime and use artifice and strategem to apprehend a person actually engaged in committing crime, but they may not inspire, incite, persuade or lure a person to commit a crime which he otherwise had no intention of perpetrating.

This brief comment merely scratches the surface of a very involved and important area of the law, but it is hoped that it may alert all law enforcement officials to the necessity for caution and careful planning of all operations involving the use of undercover agents, traps, decoys and the like.

## IDENTIFICATION

The effect of withholding from a prosecuting witness the knowledge that he made an erroneous identification has been considered recently in Minnesota.[1] A fifteen year old boy accepted a ride from two Indian men in an automobile. The boy said he knew the driver of the car and described him in detail; he also testified that the men struck him with a club and took $2 from him. The driver was not apprehended, but defendant was arrested, postively identified by the boy, and convicted of second degree robbery. After the trial the defense counsel discovered the Indian whom the boy had mistakenly named as the driver, and showed that the police and prosecuting attorney had known that the identification was erroneous. The boy also admitted that he had been mistaken in naming this person as the driver. In reversing the conviction the court held that the boy should have been informed of his mistake as to the identity of the driver. "Had the jury known how wrong the witness was in his identification of the driver, it is doubtful that they would have believed his testimony with reference to the identification of the defendant." In this case the only evidence implicating the defendant was the identification by the boy, and the court obviously felt that if the boy had been told of his prior error, his identification of the defendant might have been less certain. To allow a witness to testify to a mistaken fact in order to bolster a weak case does not meet the standard of fairness expected of both the police and the prosecuting attorney. It should be remembered that an investigator is expected to find and present all of the facts of a case, not only those favoring prosecution or conviction.

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## IDENTIFICATION OF TOOL MARKS

In a burglary and larceny prosecution in Illinois,[2] the State introduced a crowbar in evidence and presented the testimony of a member of the State Bureau of Identification and Investigation to the effect that the burr on the crowbar matched marks on the looted safe. Photographs of the damaged portions of the safe were taken by the use of a fingerprint camera, and the marks appearing in the photographs were compared by the expert with the burr of the crowbar seized in defendant's possession. On appeal, defendant urged that expert testimony should not have been admitted as to the identification of the crowbar as the instrument making the peculiar marks on the safe, since this was a matter of common knowledge and within the range of ordinary intelligence and observation not requiring particular skill or knowledge. In affirming the conviction the court held that even though the marks in question clearly appeared in the photographs, only an expert would be qualified to compare the marks with the tool, comparing this area of scientific investigation to fingerprint identification.

## NALLINE TEST

Results of a Nalline test to determine the presence of an opiate in a person's system have been held to be admissible in evidence in California in a prosecution for being under the influence of narcotics.[3] This test was described in detail by Chief Wyman W. Vernon in the November-December, 1957 issue of POLICE, and is based upon a measurement of the pupils of a suspect's eyes before and after an injection of Nalline under the suspect's skin. In this case, Dr. James G. Terry testified as to the method of administration of the test, the results of the test in the case of the defendant, and the history of his experimentation with this test. The court held that the expert testimony presented by the State, including that of Dr. Terry, established the reliability of the test and the general acceptance of the Nalline test, on the part of those members of the medical profession familiar with its use, as a reliable means of determining the presence of opiates in a person's system, and that, therefore, the testimony as to the result of the test was admissible against the defendant. So far as is known, this case represents the first consideration of the admissibility of the results of the Nalline test, and the decision should greatly increase the use of this valuable test throughout the country.

## POLYGRAPH TESTS

The Supreme Court of Virginia has joined the ranks of courts holding the results of polygraph tests inadmissible in criminal prosecutions.[4] In a petit larceny case the defendant was not allowed to introduce testimony of a state police investigator concerning favorable findings from a voluntary test administered to the defendant on the Keeler Polygraph. The Supreme Court, although reversing the conviction on other grounds, upheld the exclusion of this testimony on the ground that polygraph examinations have not as yet been proved to be scientifically reliable. The open question is how and under what circumstances the polygraph may obtain such status.

## THE $1.95 DEATH CASE

So much has been written in the daily press and elsewhere concerning the Alabama case in which the defendant was sentenced to death for the taking of approximately $1.95,[5] that it would be useless to belabor this matter. One point, however, should be made clear. This case did not involve a simple larceny—the stealing of a small amount of money—but defendant was convicted of robbery, the taking of money from the person of another by violence or by placing him in fear of violence. In robbery the amount of money taken is immaterial; it is a crime of violence and is punished as such. The evidence in this case showed that the defendant grabbed the prosecuting witness, choked her, threw her on a bed and attempted to rape her. This obviously was not a minor crime, and the unjust criticism heaped upon both the law enforcement officials and the courts in this case can only be attributed to ignorance of the actual facts.

## ALCOHOL TESTS

A word of caution is in order to persons using blood tests as proof of intoxication in D.W.I. cases as the result of a New York holding.[6] In this case intoxication was established by testimony of the arresting officer and by

evidence that an analysis of a sample of defendant's blood indicated an alcoholic content of .21 per cent by weight. At the time of the extraction of the blood sample, defendant's arm was swabbed with alcohol as an antiseptic contrary to standard operating procedures. The chemist who examined the sample testified that it was "possible" that the alcohol used as an antiseptic might have entered the blood sample and thus affected the result of the test. On the basis of this, the court held that it was error to admit the result of the test into evidence since the scientific basis and value of the test was impaired and subject to reasonable doubt.

## INFORMER PRIVILEGE

Missouri has now joined the majority of jurisdictions holding that a police officer does not have an unqualified right to withhold the identify of an informant.[7] In so holding, the Supreme Court reversed a prior decision establishing such an unqualified privilege in Missouri.[8] The modern rule is a flexible one, with the question of disclosure or non-disclosure to be determined by the court on the particular circumstances of each case. The basic consideration is whether or not disclosure of the identity of the informant is essential to a fair determination of the case. Under this rule an officer has no assurance, until the question is decided by a court, that he will not be required to disclose the identity of his informants. This, of course, will present a serious problem in many instances, requiring the weighing of the value of a particular informant against the importance of a particular prosecution. The answer to the problem should, however, be determined prior to the commencement of the prosecution and not when the question is actually raised in court.

## SPEED MEASUREMENTS

Two speed measuring devices have recently been approved by the courts. Evidence as to the result of a "speedwatch" was held to be admissible in Michigan.[9] A speedwatch is a mechanical device by which speed is determined. Two rubber tubes are placed on the road 132 feet apart. The tubes are hollow and are attached at the curb end to a mercury switch. A car striking a tube creates an impulse of air that passes into the mercury switch, tipping the mercury tube and making an electrical contact which operates the device. The speedwatch itself is set from 50 to 600 feet beyond the tubes. The vehicle starts and stops the speedwatch by making contact with the tubes, and the speed of the vehicle is computed by the machine on the basis of the elapsed time for covering the known distance. The court held that testimony that the instrument was properly set up, checked before using, and subject to constant periodical checks for accuracy by experts, supported by testimony of the operator as to his estimate of the vehicle's speed, adequately protected the defendant's rights and made the results of the machine admissible.


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In New York, speed determination by a device known as the Foto-Patrol was also held to be admissible in evidence.[10] The Foto-Patrol is an electronic device. Two tapes are cemented to the road 36 inches apart and connected to two boxes connected to a camera and strobe light set upon a stanchion on the curb. The device is set for a particular speed, and any vehicle passing these tapes at a speed in excess of that set on the machine causes the light to flash, a photograph to be taken of the offender's license plate, and the actual speed of the vehicle to be recorded in code. On the basis of expert testimony as to the accuracy of the device, supported by tests conducted with police cars with locked speedometers, the evidence was held admissible to prove the speed of defendant's vehicle.

## REFERENCES


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2. *People v. Perroni*, 153 N.E.2d. 578 (Illinois, 1958).
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4. *Lee v. Commonwealth*, 105 S.E.2d. 152 (Virginia, 1958).
5. *Wilson v. State*, 105 S.2d. 66 (Alabama, 1958).
6. *People v. Ward*, 178 N.Y.S.2d. 708 (County Court, New York, 1958).
7. *State v. Edwards*, 317 S.W.2d. 441 (Missouri, 1958).
8. *State v. Bailey*, 8 S.W.2d. 57 (Missouri, 1928).
9. *People v. Kenney*, 92 N.W.2d. 335 (Michigan, 1958).
10. *People v. Pett*, 178 N.Y.S.2d. 550 (Justice Court, New York, 1958).


★★★

# COMBAT SHOOTING

POLICE FIREARMS — AMMUNITION — SHOOTING TECHNIQUES

## Training for Combat Effectiveness

By Paul B. Weston

EDITOR'S NOTE: *The author welcomes communications about a police officer's armed combat experience and the shooting that did or did not resolve it, or combat training programs developed by Police Training Officers. Write: Paul B. Weston, 2420 North 57th Avenue, West Hollywood, Florida.*

COMBAT Shooting is on the threshold of a new era. The Federal Bureau of Investigation was the first to break away from unrealistic "pistol competition" positions and bull's-eye targets when it inaugurated the Practical Pistol Course.

Since 1950, the year the late Bob Nichols published his book *The Secrets of Double-Action Shooting*, this method of firing a handgun has won wide recognition. Shooters such as Bill Peterson, George Phillips, Victor Sargent, and the author helped to popularize double-action shooting by competing against single action experts at regular pistol competitions. Double-action has progressed from hip-shooting at seven yards, through point shoulder shooting at fifteen yards, to where it is now standard procedure for aimed fire with the "strong" hand at the 25 yard stage of the Practical Pistol Course.

A notable contribution to progress in this field is the new marksmanship training program of the Massachusetts State Police. Approved by General Otis M. Whitney, Commissioner of Public Safety for the Commonwealth of Massachusetts, the new program is in furtherance of a new concept in this field: that traditional bull's-eye target shooting must be supplemented by postgraduate training in combat shooting.

Lieutenant William Owen, Commandant of the State Police Training School at Framingham, Massachusetts, is in charge of the program. A veteran of the U. S. Marine Corps, and of many years of pistol competition with the State Police Pistol Team, Owen is an ideal man for this task. He states the objective of the program clearly: "Training which will establish and maintain a high degree of combat effectiveness."

The ammunition allowance goal for the full program is one thousand rounds of .38 calibre ammunition. The first half of this allowance is expended on basic training at 25 yards on the bull's-eye target, and from 7 to 60 yards over the standard Practical Pistol Course. Graduate training, as it might be termed, accounts for the remaining ammunition.

Some of the high points of this new program include the fundamentals of double-action shooting, drawing the revolver from the holster, shooting positions for different ranges, use of "weak" hand in reloading, and two-hand double-action shooting from the kneeling position.

**Double-action:** The two principal methods of shooting double-action are explained: (1) The strong steady trigger motion directly to the rear which has been likened to "riding" the trigger or "slapping" it, and (2) the two stage let-off. This latter method involves bringing the trigger back through seven-eighths of its travel in one fast motion until the tip of the trigger finger comes to rest against a "pressure point" such as the rear of the trigger or frame of the gun. The second stage of this method consists of "easing" the trigger off by keeping pressure on the trigger and "pressure point" until the hammer falls and the shot is fired.

The recommended grip for double-action is a tight one with the thumb locked down, wrist and forearm kept in locked position, and the trigger finger inserted into the trigger guard so that the trigger rests at or beyond the first joint of the index finger.

**Drawing Revolver From Holster:** Officers are warned not to hold the holster with their free hand while drawing, to avoid any motion in drawing which swings the gun's muzzle toward any other shooter on the firing line, and against putting the trigger finger in the trigger guard until the muzzle has cleared their bodies. They are directed to draw with one motion, first obtaining a locked grip with the thumb down, then keeping a tension on the wrist so that the gun will snap up toward the target, and finally to place the elbow directly under the shooter's eyes as the gun is brought into the hip-shooting position.

**Shooting Positions for Different Ranges:** At seven yards or less, the normal combat situation calls for great rapidity of fire, therefore, double-action hip shooting is most effective. It is faster than eye-level or point shoulder shooting, but its effectiveness decreases in proportion to the distance from the target. Eye-level, directed point shooting, is recommended for greater ranges up to fifteen or twenty yards and double-action fire is suggested because normal combat situations call for rapidity of fire.

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*Chief Weston firing two-hand double-action from kneeling position as taught by Massachusetts State Police. Note manner in which left hand supports the butt of revolver and wrist of hand holding weapon. Also note left foot advanced with toe pointing toward target. This is a remarkably steady position that is particularly suited to shooting at groups of opponents because of the ease of traversing the aim with accuracy.*

*General Otis M. Whitney, Commissioner of Public Safety, Commonwealth of Massachusetts. . . . "It is our belief that police officers should be able to use their weapons instinctively, safely, and accurately from any position, day or night."*

*Captain W. W. Malphurs of the Hollywood, Florida, Police Department demonstrates night firing with a .45 calibre Thompson sub-machine gun. Note the unusual shooting position and the remarkable accuracy. Capt. Malphurs believes inaccurate, "climbing" fire with this weapon results from muscular strain in holding the gun. Malphurs' fine shooting was part of tests to be reported upon in* COMBAT SHOOTING*'s next article:* Greater Fire-power for Police, *in the May-June issue of* POLICE.

When the range approaches twenty-five yards it is realized that many normal combat situations do not require the great rapidity of fire of the closer ranges and the officer may shoot aimed double-action from the two-hand kneeling position, or may shoot aimed single or double action from a standing position, with support such as a barricade if available. At the longer ranges the standard prone position of the Practical Pistol Course is standard.

**Reloading With "Weak" Hand:** Shooting with the "weak" hand is emphasized, but particular emphasis is placed on situations in which the officer's strong hand is wounded. The men are required to hook their strong hand in their belt, fire with the weak hand, then reload with the weak hand only. Placing the gun on the ground or other support is permitted during this reloading, and it is certainly realistic training.

**Two-hand Double-action Shooting:** Concentration is on the kneeling position at 25 yards. Lt. Owen explains that this new position is to provide for combat situations at ranges not suited to eye-level rapid fire or the slower fire from a standing position. The support of the left hand (for right-handed shooters) seems to perform a threefold job: (1) steadies the aim, (2) speeds recovery from the recoil, and (3) counteracts the tendency to jerk the gun low and left in shooting double-action very rapidly.

The officer is trained to face the target, and if right-handed, to move his left foot forward with the toe pointing directly at the target. He then draws and takes the kneeling position with his right knee touching the ground in the best supporting position possible for the individual officer. The right arm is fully extended to get the best possible sight picture, and is supported by the extended left hand at the wrist or just under the butt of the revolver.

This is a position that reduces the target area offered by an officer and provides an almost rifle-like support for the revolver. It is surprising how fast accurate fire can be delivered from this position.

The instructors also give adequate attention to little understood subjects, such as vision adjustment, night firing, and target identification. The men are taught that at close range the primary vision is concentrated on the mid-section of an opponent and the barrel of the revolver is kept in the secondary vision; they are given several sessions of night firing practice; and target identification is taught through the medium of group surprise targets, only one of which is the opponent or criminal.

This instruction pin-pointed the revolver as a weapon of death and demonstrated the responsibility of the individual officer. It was also pointed out that every action of a police officer is subject for review—after it occurs—by Grand Juries and Courts. Therefore, the officers were told, critical judgement in the use of the revolver in various combat situations must be thoroughly developed.

The author was personally very happy to see this stage of a marksmanship program so well developed. As a young policeman I almost made a fatal mistake. True, I had reasonable grounds to believe the man I had chased for several blocks, and upon whose back I had a beautiful sight picture, was an escaping felon. However, "Father John" Murray, the Captain who had taught my class at the Police Academy, had always preached: "Be sure, once you shoot you cannot bring a dead man back to life. Better that a guilty man escape than an innocent man be injured or killed." I held my fire, ran a little faster, and caught my suspect. He was an escaping felon, but only a few days over sixteen.

A well thought-out program such as outlined above will certainly achieve its objective of attaining maximum combat effectiveness. General Whitney, Lieutenant Owen, and the Massachusetts State Police are to be congratulated for developing this realistic training program. ★★★

# STATISTICS FOR POLICE EFFICIENCY

## Report of the Consultant Committee on Uniform Crime Reporting

By Prof. John I. Griffin

THE report of the Consultant Committee has been published in a special issue of Uniform Crime Reports issued by the FBI under date of December 9, 1958. This Committee, headed by Dr. Peter J. Lejins of the University of Maryland and with Dr. Charlton F. Chute of the Institute of Public Administration and Chief Stanley R. Schrotel, of Cincinnati, as members, was set up by the FBI in 1957. The significance of their report and the impact which it already has had upon crime reporting and will no doubt continue to have, as the basis for further discussion, makes it imperative that those concerned in detail with crime reporting closely study the full report. It will be our purpose here in this as well as the next issue of POLICE, to summarize the Committee's findings and recommendations.

### ISSUES PROPOSED BY FBI

In the proposed agenda for the Committee, the FBI itself called attention to three issues which were of current concern to the FBI personnel in charge of the uniform crime reporting program. These issues, broadly stated, were the composition of the group of offenses described as Part I offenses, the reporting of criminal offenses for the rural population and the population basis for the computation of crime rates. The Committee, in examining these issues, quite properly resorted to a broader review of the program as a whole in order to make suggestions for its improvement in the light of experience gained since 1930. It wrote in its letter transmitting the report that, "The Committee sees itself as an instrument developed by the FBI in the latter's continuous effort to improve the Uniform Crime Reporting Program. . . . With constant changes in the crime picture, with changes in the patterns of law enforcement, with the gradual progress in the science and techniques of gathering and presenting statistical information, the need for adaptation of the program through periodic revision is to be expected."

### IMPORTANCE OF UCR

The Committee pointed out that the Uniform Crime Reports are the only general crime statistics on a nationwide scale available in the United States and, as such, they possess a significance which extends beyond their use in law enforcement agencies. Evidence of this is found in the widespread reporting in newspapers and magazines of facts drawn from the UCR and their use also by students of crime and social scientists in general. As a consequence, the first recommendation made by the Committee is that the FBI should be "Guided in the compilation and the publication of the criminal statistics by the need to present these in such a way that the information will be meaningful to the general public and interested agencies and organizations even outside the immediate field of law enforcement." At the same time, the voluntary nature of the cooperation between the police departments supplying the statistical data and the FBI requires that the FBI be "constantly aware of how much information it can ask in order not to endanger cooperation." The Committee recognized that the amount of cooperation by police departments reflects the general climate of relationships between local agencies of government and the Federal Government. The desire, therefore, to service the interests of a broader public in crime statistics, cannot lose sight of the fact that these statistics are collected, in the first instance, for the use of the police and therefore must include "first of all information that is of interest to the police. . . . The statistics presumably have to have some significance for police work." Any changes made in the UCR should not lead to a loss of continuity, which is of such importance to students of trends, particularly since the reports have been published for 28 years. The

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Committee recommends that both old and new versions of data should be published in the case of changes in published series, or data should be presented in such a manner that the reader himself can make the calculations necessary to utilize earlier published data. This recommendation has been followed and, for the purpose of continuity, data for 1957 have been published without any of the changes recommended in the report of the Committee.

## INDEX OF CRIME

The UCR has two major objectives in the view of the Committee: one is the collection of crime data for all parts of the country, resulting in a total "crime bill" of the United States, the other is the use of a group of specific offenses as an index of criminality. This latter refers to the group of offenses described as Part I offenses, which are offenses known to the police. The Committee pointed out that the idea of an index of crime developed in American criminology coincident in time with the development of UCR. The concept of an index of crime is based on six assumptions: That statistics on crimes known to the police reflect the true occurrence of crimes better than any other kind of criminal statistics; offenses should be included in the index which are relatively most frequently and most consistently reported to the police; serious offenses should be selected because they are more important and more likely to be reported; that an offense should be uniformly defined in the entire territory for which the index is constructed; offenses included should be sufficiently frequent; and a certain optimum number of offenses should be used. These six assumptions can be seen to include practical considerations, statistical criteria and standards of sociological research. The Committee approved the continued production and use of a crime index, with, however, recommendations for changes in the composition of the index. At the same time, it was hoped that continued efforts of the FBI would result in the collection of as complete information as possible on total criminality. Thus, the objective of publishing statistics on criminal offenses would have a twofold purpose, the publication of a meaningful index of crime and the publication of the total volume of criminal offenses. The new Crime Index was included in the first of the new series of quarterly releases issued by the FBI on November 24, 1958.

## PUBLICATION POLICIES

The Committee gave consideration to the possibility of abandoning the present system of monthly reports from police departments and substituting quarterly or semiannual reports. However, the fear was expressed that "with the pressure for monthly reports removed, the police departments might become somewhat less punctilious and instead of producing more data for the 3-months report, might actually become less precise." All things considered, the Committee felt that monthly reporting was the best practice. A major change was recommended (and has already been implemented) in respect to the publication of the UCR itself. Instead of the two volumes a year, it was recommended that the Bulletin be published once a year. This will result in having all the data for a given year in one bulletin, and the reduced pressure on the staff of the FBI will permit additional analyses. Consistent with this recommendation, the 1958 UCR will be published in the fall of 1959.

## CLASSIFICATION OF OFFENSES

A number of problems in respect to the distribution of offenses between Parts I and II were very closely studied by the Committee, with particular reference to the weaknesses in the structure of Part I. While this latter group has been titled "major crimes" it is numerically made up for the most part of petty larcenies, culpable traffic fatalities, and auto thefts of the type referred to as joyriding. The history of the Part I category was shown to be initially the result of a compromise. In addition at least one major change involving the elimination of statuatory rape from the Part I category was made before the Committee was established. It was clear to the Committee that no single grouping of offenses could satisfy all of the possible objectives which a classification attempts to achieve. Using the criteria that a certain number of offenses should be selected in the preparation of an index of criminality, several of the Part I offenses are not suitable for inclusion. Thus, manslaughter by negligence is not a proper offense for an index of criminality, and doubts may be raised in respect to the suitability of the offenses of rape or "larceny under $50.00" for such an index. If the criterion of "major crime" is applied then petty larceny does not qualify for inclusion in Part I. The UCR had been repeatedly criticized on the ground that stolen hub caps and minor thefts from the open counter of stores, have been included in the category of "major crimes." Considering these and related issues, the Committee recommended deemphasizing the present division of offenses into Parts I and II. At the same time, it was felt that the current terminology has become accepted practice and a tra-

dition, which, at least for the present, should be retained.

The recommendations of the Committee will result in three tabulations of groups of offenses in the UCR, each one somewhat similar to the present Part I offenses. The three groups would be: "(1) Offenses recorded as they become known to the police, within the general tabulation of the United States crime statistics; (2) offenses used for the purpose of the crime index; (3) offenses which are singled out as being at the given time of special importance to the police departments in their work."

## CATEGORIES OF CRIME EXCLUDED FROM CRIME INDEX

Viewing the selection of offenses found in the present Part I category from the point of view of their suitability for the new crime index, the Committee pointed out that practically all of the cases of manslaughter by negligence are made up of traffic fatalities attributable to culpable negligence. In addition, the police appear to have a tendency to await the action of the grand jury in such cases, rather than themselves evaluating a case as negligent manslaughter rather than as an accident. In essence the Committee felt that "the traffic fatality is not a criminal offense that is characteristic enough to be used as an index of the Nation's criminality." Therefore, this category should not be used in the crime index, but should continue to be included in reported crime statistics. However, auto theft should be continued in the Part I offense category and therefore be included in the crime index. Although arguments against its inclusion stressed the substantial portion of auto thefts which represent juvenile joyriding, the Committee felt that the extremely high consistency of reporting and the relatively high value of a stolen car (grand larceny) justified the retention of the auto theft category in the crime index.

In respect to larceny itself, the Committee recommended that only larcenies over $50.00 should be included in the crime index, while larcenies under $50.00 should be included in the general tabulation of crime statistics. It was reported that about one-seventh of the larcenies in 1956 represented property under $5.00 in value. To summarize then, the recommended new crime index will be based on the categories murder, forcible rape, robbery, aggravated assault, burglary, larceny over $50.00, and auto theft.

NOTE: Continued in the next issue of POLICE. ★★★


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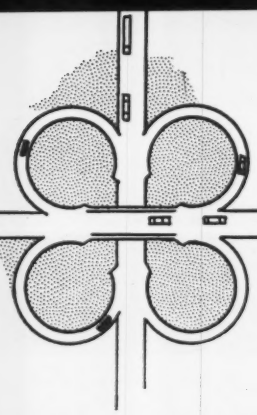
## TIPS ON THE PRODUCTION OF POLICE TRAINING FILMS

Addition of magnetic sound tracks to 16mm motion pictures—from script preparation and simple commentary-type narration to lip synchronization—is fully described in a new publication, "Magnetic Sound Recording for 16mm Motion Pictures."

Published by Eastman Kodak Company as a guide to potential users of magnetic sound motion pictures, the 68-page publication covers all the facets of preparing magnetic sound-on-film movies.

The availability of economical magnetic-optical sound projectors and lip synchronization accessories has now reached a point where a comprehensive review of the field may be helpful. It is pointed out that this technique has gained ready acceptance wherever there is a need for fast and inexpensive production of sound motion pictures.

Sections in the book discuss basic equipment for making sound motion pictures, script preparation, camera techniques when shooting for sound, basic recording techniques, use of the microphone in recording, narrating, requirements of a recording studio, editing for and with sound, obtaining optical prints from magnetic sound films and the care and handling of magnetic sound films.



IN CASE YOU'RE TRAFFIC MINDED

# New York Experiments With the Traffic Court School for Traffic Violators

By Bernard Bramson

EDITOR'S NOTE: *Mr. Bramson has served as a police officer with the New York City Police Department for eighteen years. He was recalled to active duty in 1951 with the Army Military Police Corps and served successively as Top Secret Control Officer, Army Security Agency in Austria from 1952 to 1953; Commanding Officer of Detachment "G"—U.S. Army Highway Patrol in Germany in 1953; and Safety and Training Officer, 382nd M.P. Battalion, Germany, in 1954. He was Research Assistant at the Centre for Safety Education, New York University, 1957-1958. He holds the Master of Arts degree in Safety Education from New York University and is currently working toward the Doctorate in Safety Education.*

THE organization, supervision and administration of a Safety Program is all encompassing and includes every phase and field of safety. Of course, the best known and most glamorous of all in its instant newspaper headline application is that of highway traffic safety. A course in the above, therefore, would not be complete without a thorough study of highway traffic accidents and the procedures for decreasing them, including adequate enforcement as well as engineering and education.

This paper is concerned with the work of the enforcement agency known as the Traffic Court and its recent addition, the Traffic Court School, set up in recognition by safety educators, both in public and private agencies, of the fact that traffic violations and accidents caused by them, stem directly from "unsafe" or "bad" driving attitudes. Thus, Traffic Court Schools might be a good approach to the problem of the change in attitude among people privileged to hold a driver's license.

The reader notes that the word "privilege" is used and not "right," which is the misconception held by many drivers, since a driver's license may be revoked for cause at any time, and is not guaranteed for life, when once issued. Also, the consensus of seventeen Traffic Court judges interviewed for the December, 1957, issue of *Traffic Safety*, seems to be in wholehearted accordance with the recommendation concerning the treatment of juvenile Traffic Court offenders as set forth by the Enforcement Committee of the President's Highway Safety Conference in 1949: "It is strongly urged that laws be passed in the respective states permitting juveniles charged with traffic offenses to be tried in Traffic Courts."

What is the need for, and how good is, the New York City Traffic Court School, seem to be the logical questions in order at this time. Their answers should be evident during the further course of our discussion.

However, a bit about the evolution and inception of the Traffic Court itself is equally relevant before going ahead.

Automobile registrations had grown to over two million in 1915 because of increased engineering efficiency as evidenced by the introduction of the assembly-line method and overhead lifts; installment buying; better roads; and other factors which resulted in bringing the motor vehicle into the middle and low-income market. Naturally, the attendant evil of traffic accidents resulting in a steadily increasing toll in lives, injuries, and property losses ensued.

By 1916, in New York City, the almost total disregard for the rights of others resulting in traffic accidents caused by violations, out of all reasonable proportion to the population at that time, caused Mayor John Puroy Mitchell to attempt some control of the fast deteriorating situation.

Accordingly, by resolution of the Board of City Magistrates passed on March 2, 1916, and in compliance with the recommendation by the Mayor, a special court to be known as a Traffic Court with jurisdiction over traffic cases only was established, to become effective as of June 14, 1916. The measure was passed in accordance

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with the provisions of Section 70, Chapter 513 of the Laws of 1915—"An act to amend the Inferior Criminal Courts Act of the City of New York."

The first court was held at 301 Mott Street in the City and County of New York, Borough of Manhattan on each day, except Saturday, Sunday and holidays, and was presided over by one of the most farsighted and progressive magistrates of his day, Frederick B. House, who was to a great extent responsible for the present application and method of operation of the present day Traffic Courts in the five boroughs.

All the summonsable offenses first triable in this Court have since been incorporated into the Vehicle and Traffic Regulations of the City of New York with the emphasis on what is known as the "14 moving violations."

This Court, unlike the comparable ones presently in existence, was fully in accordance with the safety needs of the community and cooperated completely with the police, with the result that the majority of cases pleading, "Not Guilty," were convicted.

As early as 1916, the Court recognized that the greatest menace to public safety was the speeder, and bills were constantly introduced in the State Legislature to control and restrict the movement of such reckless and wanton persons.

However, the motorist was in a better position to fight restrictive laws and ordinances in those days, and it took a long time and great effort on the part of those in favor of making the streets of New York City reasonably safe, before the present speed ordinances were adopted.

In making its ruling, the Board of Aldermen stated that, "discretion without limitations," theoretically is excellent; however, it could not work in everyday practical situations, since it hampers convictions. The rate of speed and reckless driving would always be open to doubt. Therefore, the maximum speed should mean perfect control beyond which there can be no doubt. So we see that the major traffic violation of today has been recognized as a driving menace from the earliest days of attempted legislative control. The year 1916 also saw speed and brake tests incorporated into reports as a basis for anti-speed ordinances.

Frederick B. House, the City's first Traffic Court Magistrate, wrote that there was ample justification for ordinances controlling the operation of motor vehicles in the City of New York. He fought bitterly for them and imposed severe penalties for speeders, often as high as $100 for a second offense. He thus established the fact that while automobiles had the same right of use to the public highways as other vehicles and pedestrians, they certainly had no superior right of way over other users of the highways. As the result of these tenets as set forth in the 1st Annual Traffic Report of 1916, speeding ordinances have been established and upheld. His safety bulletins were models of common sense, and many of the admonitions contained in them, warning drivers and pedestrians to exercise care in the use of the highways, have since been incorporated into our present-day traffic laws, rules and regulations.

Let us now examine the extremely important phase in the traffic control picture known as the behavioral attitude of the Courts toward enforcement and the public, and vice versa. The combined efforts of the Courts and enforcement officials are necessary in order to educate those citizens who cannot, or will not, adhere to normal learning processes.

We know that Traffic Court Magistrates do not have similar ideas toward certain offenses, so that some are known as "hard" judges, and others are eagerly sought-after by offenders as "easy" ones. Also, unfortunately, not all are specially trained in the objectives of the Traffic Court movement, so that the public suffers in the end through continued accidents, injuries and property losses.

There must be an understanding by the Courts of the causes of poor driving attitudes causing offenses, or the very purpose of the specialized Traffic Court setup is negated.

Punishment is not the answer, since that in itself will not change the attitude of the driver and cause him to correct "bad" driving habits, but will merely render him more careful in the future, and lends itself to the rather warped philosophy that "You don't commit a crime or offense unless you are caught."


## An Open Question Box for Police Executives

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2. In your experience how many rape, sex, and other complaints have been made in which you thought the complainant was deliberately lying, but whose information you were forced to act upon, against your better judgment?

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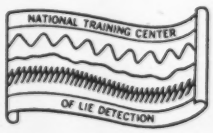


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**5** **ANTISOCIAL OR CRIMINAL ACTS AND HYPNOSIS** *by* **Paul J. Reiter,** *Univ. Copenhagen.* A life-study of amazingly hardened gangster hypnotizer BSN and his subject PH. Their intimate story fascinates and repels as the reader follows the contributing hypnotic factors into their apprehension and arrest, listens to experts testify, follows the searchlight spotlighting the low down on crimes hypnotically induced and controlled. **Pub. Jan. '59, 220 pp., $11.25**

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If the Courts, which are bound to uphold the Vehicle Traffic Regulations, are lax and uneducated, then enforcement will likewise suffer, since contempt for the Courts and Police on the part of the public will ensue, cooperation will be lost, and accidents will mount in direct proportion to the attitude of the public towards the enforcement agencies and the Courts. The driver must be treated as an adult, and must be appealed to and educated in order to gain his cooperation and understanding, so essential to any successful traffic program. This brings us to the comparatively recent attempt to bring this about by developing the Traffic Court School in New York City.

## THE TRAFFIC COURT SCHOOL

The Traffic Court School in New York City came into being on January 19, 1955, to try to bridge the gap between the enormous number of traffic violations and safe driving attitudes on the part of the public. It was set up as an experiment in the Borough of Manhattan by Chief City Magistrate John M. Murtagh, with the aid of Mr. Saul J. Allen, Director of the Traffic Summons Control Bureau, in order to educate the violator before a traffic accident, or the "optimum depressant," a traffic fatality, occurs.

To date, it has processed upwards of 230 offenders with apparently problematical success because of the inadequacy of follow-up procedures. The length of each school session is seven weeks, and there is no limit set for the number of violations to be incurred in order for the violator to attend the school. There might be one or fifteen violations, with the violator appearing before Judge Murtagh, called from the general run of the public. He might be a person with a bad previous record, or a "Scofflaw" with necessarily no record whatever, since he never answered the summonses.

The individual is not forced to attend, the Court being set up purely on a voluntary basis; however, the audience is definitely "captive," since alertness and a good school record will definitely influence the disposition of a case.

When a violator signifies willingness to attend, the Judge adjourns his case for several months and it is referred to the Traffic Summons Control Bureau, where a detailed record is prepared. When sufficient people are assembled, letters are written to each and the school is organized. School then opens in Traffic Court for the first week. Mr. Charles J. Kraft, Jr., Assistant Director of Health Education for the Board of Education, acting as chairman of the assembled group of lecturers, receives the list of students and informs the TSCB of the attendance, record and alertness of each student for use by the Judge who makes the case disposition—usually favorable if the school record warrants it.

The initial committee of three, set up by Judge Murtagh to explore the subject and set up a course of study, was composed of Magistrate Peter Horn; Assistant Chief Inspector John J. King of the New York City Police Department; and Charles J. Kraft, Jr., Assistant Director of Health Education, Board of Education. It was decided that the school should consist of seven sessions of two hours each, with each session to consist of five parts, to-wit:

1. Information—Police Department
2. Attitude, Analysis and Development—Board of Education
3. Psychological Testing—N.Y.U. Safety Center
4. Psycho-physical Testing—New York AAA
5. Application of the material to the individual's own problem

Five committees were formed, but were subsequently reduced to four, and those instructors selected, agreed to

serve without compensation, which has since become a problem in obtaining high calibre, qualified instructors. The writer ascertained that the initial enthusiasm on the part of capable instructors to serve without pay has long since waned, and substitutes have to be enlisted to round out the instruction.

The entire program sounded as though it were geared to the actual driving needs of the violator, and was a real endeavor to have the students know and compensate for their deficiencies. However, in actuality, this writer found strong undercurrents of discontent among the instructors, criticisms of each other, and an unfortunate tendency to instruct the students in a highly-disciplined, loud manner, reminiscent of the treatment accorded children in the elementary grades, instead of in a quiet, calm academic manner more suited to an adult class, and thus better calculated to change attitudes, if at all, than speaking "down" to a captive audience.

The writer interviewed the chairmen of the four committees, and then attended the last session of the eighth or latest class in the Traffic Court School, which was held on March 12, 1958, at 8 p.m., at 100 Centre Street, Manhattan.

The general feeling on the part of the chairmen was that of disillusionment—there being no effective, systematic follow-up procedures, with no delegated responsibility for such. Also, the number in attendance allowed no setting up of significant criteria. Although Mr. Charles J. Kraft, Jr., and Mrs. Grace Woodhead of the Board of Education, sounded enthusiastic about the results of the school in their initial paper presentation, their private attitude seems to be that of going along with it and hoping for some future program changes, without entertaining any real hopes of attainment in the near future.

The curriculum is adequate; however, if the last session was any indication of the previous ones, then the usefulness of the entire program is open to considerable doubt. This session, according to the curriculum, was set up to give the students a chance to ask questions, offer suggestions for improvements, and to attempt to "stump the experts," in this case, the four chairmen.

This writer arrived well before the appointed hour and had an opportunity to interview Mr. Charles J. Kraft, Jr., and Mrs. Grace Woodhead. He was told that the New York University Safety Center should make automatically available to the school the psychological testing results, so that a complete psychologic clinic could be held one week before the scheduled classes, in order for the instructors to know more about the actual problems, and thus be better able to gear the curriculum to the actual needs. This seemed like a reasonable suggestion; however, since the writer was not acquainted with the procedures involved in the interchange of material, comment was withheld.

Throughout the entire session, there was no opportunity for discussion, no "stump the expert" panel set up, and no real attempt to reach the 35 adults in the audience, who sat for the most part in some form of mental apathy, waiting for the wearisome session to end. The chairmen present spoke too loudly and on occasion actually talked down to the audience. At one point, the chairman on attitudes ranted at one of the students and threatened him with reprisals for inattention. Clearly a case of a "captive, disciplined audience," which this writer believes to be academically unsound, since there should be no constant reminders of disciplinary reasons for attendance in order to achieve the objective of attitude change.

The audience was in no mood for suggestions, attitude improvement or otherwise, and showed no visible reaction to the brief talk made by the AAA representative, Mr. Edward Capillo, exhorting them in a fatherly manner, to please be good boys and girls and drive safely.

Clearly, a shake-up in the level of instruction is badly needed, if even these few traffic violators are to be reached as per school objectives. The proof that the entire object of the students in attending the course was not to change their attitudes, but to influence their case disposition, was revealed at the end of the class when, as if by signal, all rose and filed by each instructor, put their best foot forward, so to speak, smiled, shook hands effusively with everyone in sight, even this writer, in the

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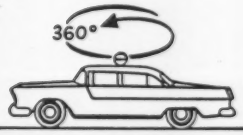

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*Six of the many participants in the recent Texas FBI-NA Associates Re-Training Session, l. to r., Inspector Paul H. Ashenhurst of the Dallas Police Department, Secretary-Treasurer of both the Texas Police Association and the FBI-NA Associates of Texas; C. E. Oliver, Dallas; Miss Billie Byassee of the Dallas FBI; Inspector J. H. Sawyer of the Dallas Police Department; Chief Forrest Keene of the University Park Police; and Vince Drain, Dallas Office of the FBI.*

hope that in so doing, they would be adjudged to be alert, good students, meriting leniency by the Judge.

*Recommendations:* As set forth by Charles J. Kraft, Jr.

1. $10,000-13,000 budget yearly to recompense capable, academic-minded instructors.

2. *Psychological clinic* instituted prior to class attendance.

3. *Traffic Court Schools* be expanded into each Borough in order to service more violators and thus reach a greater segment of the population.

4. *Schools* established be coordinated so that the same class material could be taught in each.

5. *Periodic follow-up*—following end of course.

The writer is of the opinion that the Traffic Court School as such cannot in the short space of seven weeks change adult driving attitudes, and cannot reach a large enough proportion of the population to be effective. The answer seems to lie in the approach of the Traffic Court itself to the problem, by having a trained magistrate give reasons for his decisions to the assembled Court, and by instituting a brief safety talk by him at the opening of each Court session. Naturally, there would have to be additional courts and trained safety-minded magistrates. Fines would be the same for each violation no matter who was presiding, and thus respect for the entire Court System would be engendered on the part of the public. The entire curriculum of the Traffic Court School could be incorporated into the Traffic Court and also in expanded driver education classes in the school system, where they would not be taught to an audience motivated by the fear of unfavorable case disposition.

The successful application of the educational possibilities of the Traffic Court itself has been amply demonstrated by Judge William M. Bekurs in the Recorder's Court of Mobile, Alabama, wherein, as a direct result of his innovations, there has been a growing cooperation between the public and the Courts, thus providing a sound basis for traffic accident prevention.

## CONCLUSION

Thus, we see that it is a far cry from the early days of the Traffic Court with its attempts at traffic control, to the complexities and problems of our times replete with specialized Traffic Courts, Schools, and engineering and educational controls, all calculated to reduce the accident rate.

Since the accident toll is still tremendous with no appreciable diminution envisaged in the near future, the work of the Traffic Courts must continue, with ever-increasing emphasis placed on practical safety education directly aimed at those traffic offenders in contact with the courts.

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## TEXAS FBI-NA ASSOCIATES ELECT PHILLIPS PRESIDENT

The FBI National Academy Associates of Texas held its seventh annual Retraining Session in Dallas October 2-4, 1958, with the largest number of graduates present in the history of the organization. Chief Carl F. Hannson of the Dallas Police Department opened the retraining with the first subject, "Community Tensions," followed by James W. Aston, former City Manager of Dallas, now President of the Republic National Bank of Dallas, who discussed "Law Enforcement and the Public." Other training lectures presented were "Problems of Law Enforcement" by Quinn Tamm, Assistant Director of the FBI who represented the Director, J. Edgar Hoover; "Effective Motivation of Law Enforcement," by Dr. A. Q. Sartain of Southern Methodist University; "Law Enforcement's Relation With the Press," by City Editor Charles Dameron of the *Dallas Times Herald;* "The Art of Communications," by Dr. Harold Weiss of SMU; and "The Importance of Proper Preservation and Presentation of Evidence" by the Hon. Robert A. Hall, former District Judge in Dallas County.

The business session featured the election of Sergeant of Detectives Clayton Phillips of the Houston Police Department as President. More than three hundred, among them the civic and financial leaders of Dallas, attended the banquet where the speaker was Governor Price Daniel of Texas.

PROFESSOR WILLIAM DIENSTEIN, EDITOR

**CRIME AND JUVENILE DELINQUENCY** (A Rational Approach to Penal Problems) by **Sol Rubin,** Counsel, National Probation and Parole Association. Published for National Probation and Parole Association by Oceana Publications, Inc., New York, 1958. 234 pages. Price: $1.85 (paper).

In producing this valuable book Mr. Rubin defines his approach in these terms: "My point of view in searching for solutions can best be explained as a particular attitude toward, first, law; second, administration; third, science; and last, responsibility."

In the Foreword, Kenneth Johnson, Dean of the New York School of Social Work, states it this way: "Perhaps the key to the author's work is his view that we can be scientific about human behavior provided we 'reckon with the complexities of human ethics, social ethics, with the special values inherent in people,' and that 'in the human sciences, to be scientific is to be humanitarian.' "

We have here a stimulating and informative work, with an over-all view from a national standpoint upon "Juvenile Delinquency," "Youthful Crime and Treatment," "Sentencing Adult Criminals," "Probation and Parole," and "Research for a Scientific Criminology." My own interest centers upon the Juvenile Court, the quality of its administration, and the extent that its jurisdiction should be redefined in the light of sixty years of administrative experience.

My position would be that the law as it exists (in California) is adequate to effect, eventually, through judicial responsibility, the purposes of the legislature in enacting the law. More specifically, a judicial hearing is proper in cases of dependency or neglect, as well as in cases of delinquency, and also, delinquency considered as the violation of our existing law, or as truancy or incorrigibility.

This responsibility of the judicial branch of government has existed during our entire history since the Constitution was adopted and, in the common law, for over a century before that. It has persisted under social, cultural and scientific changes and developments of amazing proportions. The concept is imbedded in the public mind and has become a part of the law of the land.

Esoteric learning in any field, when relevant to a case before the Court, is but a species of evidence to be weighed along with other evidence to effect judgment. Upon this reasoning, judges must be dispassionate and alert to the needs and the rights of individuals in court. The matter is the same, however we may departmentalize the court's jurisdiction. The tendency to think of the Juvenile Court in terms of the criminal court leads to a misconception of the Juvenile Court's responsibility. That responsibility is two-fold: (1) Jurisdiction and justification to act, (2) A disposition pertinent to the established facts and the placement resources available, including the home, as well as other private or public resources.

But what of the quality of judicial performance? What checks upon the abuse of the vast powers of the judge exercised in a closed hearing with greater informality than that of the adversary proceedings of the criminal and civil courts, and often without the benefit of counsel?

There should be a full stenographic report of the proceedings in each case, to be transcribed for purposes of appeal. While the absence of counsel suggests the confidence of the bar in the process, counsel should be welcome and the judge would always profit by their attendance.

The informality of the proceedings should increase rather than diminish the judge's sense of responsibility and care. If there be any dispute on a material issue, due process of law requires the right of confrontation and cross examination and the production of substantial and dependable evidence. The principal value of the informal hearing is to gain a united effort toward a common goal on the part of the family, the probation officer, and the Court. This concord is almost an essential to success. A further check on judicial incompetency for the particular department is the continual contact with a staff of well-trained probation officers. They teach as they work.

The development of the social sciences and the studies now reaching into man's mental and psychic situation do not obviate the need for a judiciary trained to adjudicate upon questions of interpersonal relations and official conduct under the law. The vision implicit in the philosophy expressed by the Juvenile Court law offers no exception. Generally speaking, each of the three co-ordinate branches of our representative form of government tend to improve by experience.

These comments are not intended to detract from Mr. Rubin's detailed presentation of the state of affairs in 1958, which call for our best thinking in the field of Crime and Juvenile Delinquency.

ROBERT B. BURCH
*Judge*
*Superior Court*
*San Diego, California*

**Marshall Houts: FROM ARREST TO RELEASE,** pp. 235, Springfield, Illinois, Charles C Thomas, Publisher, 1958, $5.75.

FROM ARREST TO RELEASE is a book which provides the police officer with an effective and professional explanation in laymen's terms of the development, modification, requirements, and elements of laws of arrest and confinement. The broad general principles necessary for an adequate understanding of the laws of arrest and detention are presented. Some 2,000 legal terms are introduced in a self-explanatory text presentation. All legal terms are printed in bold face type. The Glossary of terms alone would make a valuable addition to any police library.

The peace officer today is required to have knowledge about a multitude of things, including law. It is from the law that he gets his authority, and it is the law that circumscribes the use of that authority. The law is a major area of knowledge for the police officer; yet there are thousands of officers in the United States who are sworn to uphold the laws of their community, state, and nation who have only a vague knowledge of the requirements of the laws. One reason for the existence of this situation is that adequate pre-service

or in-service training in the law is available to very few peace officers. It is not surprising to read in the text that more than 75 per cent of all arrests are illegal. Yet it is just as "easy" to make a legal arrest as it is to make an illegal one.

The chapters titled "Probation" and "Parole" are written by Robert H. Scott, Assistant Director in charge of Youth Division, Department of Corrections, State of Michigan. The problems, program, and possibilities of probation are discussed as well as its economy.

The chapter, "Penology Could Be Practical," written by the late Tom Runyon, provides the reader with a prisoner's analysis of prison. It is well written, interesting, and informative.

The research necessary for the production of FROM ARREST TO RELEASE is tremendous and the results reflect years of experience in the field of law enforcement. The author knows the problems presented and has explained them in a meaningful manner.

DARRELL L. PEPPER
*Washington State College*

**Norman M. Lobsenz: EMERGENCY,** pp. 278, New York, New York, David McKay Company, Inc., Publisher, 1958.

The subject of Mr. Lobsenz's book is the Emergency Service Division of the New York City Police Department. The exploits and heroism of the men assigned to this division are described in detail.

The Emergency Service Division of the New York City Police Department is manned by 633 officers and men. Men assigned to this unit are chosen on the basis of their particular skills and their character. Before assignment to this division, an officer must have two years of service with the department as a patrolman with a spotless record.

The officers of this division must possess individual skills and occupational qualifications.

The Emergency Service Division was established in 1930 as a permanent operating unit of the department. The division expanded over the years, and today is a very unique functional unit designed to meet any and all emergencies. It consists of ten Emergency Service Squads, with ten trucks, twenty-six radio patrol cars, and twenty-six station wagons; of the Harbor Patrol's fourteen launches and six patrol cars; and of the Aviation Bureau's four helicopters and two cars; and of two bomb trucks.

Author Lobsenz states that since the Division's organization in 1930 it has answered more than four hundred thousand pleas for aid. In 1957 alone, the division responded to a record total of 22,483 emergencies, and covered 3,235 crime cases in normal police operation.

One chapter is devoted to the man in charge of the Emergency Service Division, Deputy Chief Inspector Walter E. Klotzback who has served thirty-three of his thirty-four years in the police department as an Emergency man. Lobsenz points out that the tremendous respect and confidence that is given Klotzback stems from his awareness of duty, his ability to command his men, and the knowledge that each man in the division is never expected to do a job that Klotzback has not done himself, or may do on the next emergency call they answer.

Situations handled in a two-week period by one Manhattan Emergency Squad included the following: person's arm caught in wringer, dog hit by car, bomb scare, escaped boa constrictor, child's hand caught in cake pan, bank holdup, water main break, stalled elevator, bomb scare, ring stuck on finger, child's hand caught in meat grinder, jet plane crash, gas explosion, man under freight train, seaplane, forced landing, gas main break, person's head pinned in dumbwaiter, child trapped behind radiator, female psycho on subway tracks, man impaled on iron fence, aerial bomb in back yard, baby in ashcan, and ferry lost in fog.

No one that reads Mr. Lobsenz's book will be disappointed in the story of the Emergency Service Division.

The uniqueness of the Emergency Service Division is not that it is handling emergencies that face no other police department, but that it has planned, and prepared itself for every conceivable emergency that may arise within its jurisdiction. It goes without saying that the same emergencies that face the New York City Police Department, are faced by other departments, but none has yet reached the specialized structure and organization found in New York City.

This book is well written, and holds the reader's attention throughout.

DEAN RAY
*Washington State College*
*Pullman, Washington*

**W. Lindesay Neustatter: PSYCHOLOGICAL DISORDER AND CRIME,** 248 pages. Philosophical Library, New York, 1957, Price $6.00.

Dr. Neustatter, a British psychiatrist with particular interest and experience in forensic psychiatry, has written this book as an introduction to forensic psychiatry for non-medical readers. The book summarizes the main psychological disorders and their relation to crime for the benefit of lawyers, magistrates, police officers, probation officers and social workers.

This book is written in no-technical language, making it comprehensible to the type of readers for whom it was written. There are eighteen chapters, each short and to the point, covering the essential points under consideration. The author confines himself primarily to a description of the common psychological disorders and cites illustrative case histories to show the types of crime with which they are associated.

Dr. Neustatter covers a great deal of material in some 248 pages and does it well. He begins with a discussion of the psychoneuroses which play a small part in crime. The following chapter covers schizophrenia, which the author also states is not very greatly associated with crime. This is a point on which the reviewer disagrees. Chapter VI discusses quite adequately depression and mania and their part in the causation of crime. The Fugue States receive comprehensive treatment; a number of interesting cases are cited. Other topics covered are: psychopaths, alcoholics, and sexual perverts. Murder, which is of extreme interest to criminologists, is covered in 20 pages. The book closes with a chapter on the treatment of crime. It is the author's belief that crimes die to psychological causes is best handled by psychotherapy.

Dr. Neustatter has written a book, while it does not go deeply into the psychodynamics of criminal behavior, is nevertheless of interest and value to all non-medical readers. It serves admirably as an introduction to criminal psychology and should prove of interest to all concerned with crime, especially police officers, probation officers and judges.

EDWARD PODOLSKY, M.D.
*Brooklyn, New York*

## WOMEN HAD THE LAST WORD

The Romans were the first great road builders, and their highways were among the wonders of the early world and an important factor in Rome's growth and power. They started construction of the famous Appian Way in 312 B.C. and began work on the Flammian Way in 220 B.C. At the height of its glory Rome had twenty-nine great roads, totalling 50,000 miles and leading to every corner of the empire. Military necessity was the motivation for this highway system. On these roads the Roman legions could be sent quickly to any part of the empire to deal with insurrection.

These ancient superhighways carried much traffic into Rome and aggravated an already crowded street situation. The city had been laid out without much thought of future growth in population and commerce, and the streets were narrow and winding. The result was congestion and confusion comparable to the situation created in some of America's older cities by the mushrooming growth of automobile traffic.

One of the Caesars in about 50 B.C. dealt with the problem in a way that is familiar today. He couldn't tear down the buildings and widen the streets, so he invented the one-way street. Many a modern city, large and small, has found it necessary to do the same thing in recent years, to the accompaniment of complaints that it was confusing to drivers and that it would ruin business. It has been regarded as a twentieth century idea, but it is all of 2,000 years old!

The first control of parking occurred in Rome at about the same time and it went all the way and barred vehicles from the entire downtown district in the vicinity of the Circus Maximus. It was in effect for ten hours starting at sunrise on those days when the Circus had an important chariot race, gladiatorial combat or horse show which promised to draw a big crowd. At such times an unmanageable traffic jam was created in the area, so the authorities cleared it of everyone except pedestrians. Owners of chariots, carts and hand chairs—the vehicles of that day—had to park them on the edge of the district. The merchants grumbled and so did their customers, but the order was enforced and everyone traveled on foot.

The woman driver today is the target of masculine gibes and jokes, but she also was in the limelight in ancient times. In 396 B.C., Camilius obtained enactment of a law giving matrons the right to drive chariots through the streets of Rome. This was not necessarily a slap at the younger girls. Probably they did not have chariots. The men were outraged at this law and for 200 years they agitated against the women drivers until they succeeded in reversing Camilius' gallant gesture at the time of the Punic War, when a prohibition against women owning and driving chariots was written into the famous Lex Oppia.

The Roman matrons did not meekly accept their defeat. They fought the law for twenty years, and finally one day they descended on the capitol and physically attacked the dignified senators, demanding that their driving privilege be restored. Cato took up their cause, probably fearing more violence, and the ladies won their point and once more became legal drivers.

And across the sea, in Athens, Lycurgus sponsored a law barring women drivers. His wife is reported to have been the first to defy it. She was arrested and fined 60 drachmas. When or whether the Grecian women regained their driving privilege is not revealed in the musty records.

Not even the taximeter is modern. One was used on the Roman chariots-for-hire in the first century B.C. It consisted of a box mounted on the chariot, into which a ball dropped at every 1,000 steps by the horse. When the taxi-chariot delivered its fare to his destination, the counterpart of today's cabbie counted the balls in the box and charged accordingly. . . . Walter D. Ladd in ORGANIZING FOR TRAFFIC SAFETY IN YOUR COMMUNITY, now on the press, Charles C Thomas, Publisher.

## WANTED!!!

**by the International Police Association an annotated listing of books in the police field for the purpose of preparing an international bibliography.**

Detective Officer E. Hjellemo (Oslo P.D., Norway) would appreciate assistance from U.S. sources (publishers, police departments, police organization, etc.) in securing annotated listings of U.S. publications in law enforcement, police science, and criminology. Each reference should include author, title, publisher, date of publication, number of pages, illustrations, price, foreign language translations, and classification under one of the following headings: (1) police history and biography, (2) personnel (recruiting, training, psychology, analysis and performance rating), (3) investigation and field operation (arson, forensic medicine, accidents, and toxicology), (4) police organization, administration, and operations, (5) identification and laboratory techniques, (6) traffic safety and investigation (accidents on earth, in water, and in the air), (7) police dogs, (8) criminology, (9) selection of national laws and state laws, rules and regulations (when considered essential for the understanding of special national police procedures).

The purpose of the project is stated as follows: (a) to facilitate the free exchange of information pertaining to national and international police literature for the benefit of police training centers, police academies, and police officials of all ranks; (b) to promote the studies of police literature in foreign languages and thereby enhance the friendly understanding of the various national police systems and procedures; (c) to submit a list to UNESCO for the compilation of a bibliography of police literature in order that libraries, cultural and information centers may be advised of the developments in the field of Police Science.

Major Hjellemo is a member of the sub-committee on Police Literature of the International Police Association and has been assigned five countries including the U.S.A. as his part of the project.

Address all communications to

Major Einar O. Hjellemo
Oslo Politikammer
Victoria Terrasse 5
Oslo, Norway

# NEWS and ANNOUNCEMENTS

## RICHARD W. INMAN NAMED EXECUTIVE VICE PRESIDENT OF ASSOCIATED RESEARCH, INC.

Chicago, Feb. 2.—The election of Richard W. Inman as executive vice president, was announced today by James F. Inman, president of Associated Research, Incorporated, 3758 W. Belmont Avenue. Associated Research, Inc. designs and manufactures high voltage testing equipment used by public utilities and by manufacturers of missile control assemblies as well as other electrical devices. Richard Inman has been particularly active in development of the company's division that produces the Keeler Polygraph lie detector, and he regularly lectures to classes of law enforcement officers who come to Chicago for schooling in polygraph interrogation methods. He joined the company in 1950 after receiving a degree of B.S. in Electrical Engineering from the University of Iowa. Richard Inman is now a registered professional engineer in the states of Illinois and Iowa, as well as holding membership in the American Institute of Electrical Engineers, Society of Professional Engineers, Instrument Society of America, and the Swedish Club of Chicago.

## 1957 CRIME FIGURES REFLECT AN ALL-TIME HIGH

In a year-end report to Attorney General William P. Rogers, FBI Director J. Edgar Hoover revealed that preliminary figures compiled by the Bureau reflect that more serious offenses were committed in 1957 than ever before. Hoover told the Attorney General that statistics received from law-enforcement agencies across the nation under the Uniform Crime Reporting Program indicate an all-time high of 2,756,000 major crimes during 1957. This is 7.5 per cent more than the previous record of 2,563,150 serious offenses which was established in 1956.

The FBI's preliminary tabulations reflect that all categories of major crime except murder rose during the past 12 months. The largest increases were in crimes against property—robbery, burglary, larceny, and auto theft. Final tabulations on crime in 1957 will be available when the annual UNIFORM CRIME REPORTS bulletin for 1957 is published.

## NEW FLASHER WARNING LIGHT

Pacific Mercury, electronic manufacturers and producers of the Thomas organ, have announced details of their new flasher warning lights, a new product line for the company's Joplin (Missouri) division.

Pacific Mercury flasher lights are available in both Neon and transistor models. Both models have the operating mechanism sealed in plastic.

Lights are vapor-proof, impact resistant, and will operate with top efficiency in any extremes of climate. They are 100 per cent safe to use in areas where explosive vapors are present.

Maximum visibility, reliability and economy of operation were Pacific Mercury's main objectives in the design and engineering of their flasher lights. Final products meet and even surpass the standards set up for Air Force bomber guidance systems, yet operating cost has been kept below that of any flasher lights on the market: Neon type Pacific Mercury flasher lights will operate up to three months, 24 hours a day, on a low cost standard battery! Transistorized models will operate around the clock for 30 to 60 days on two batteries. Battery reload has been reduced to "twist of the wrist" simplicity; there are no snaps or bolts with which to fumble.

Cast aluminum housing on Pacific Mercury flasher lights is extremely rugged, all but eliminates damage from collision and insures long, long service life. Lenses are quadruple thick and of optical quality so there is little or no need for lens replacement. Threaded steel insert in the housing permits easy attachment—with just a standard bolt—to stand or barricade.

Unique tube design developed by Pacific Mercury gives 7,000 to 12,000-foot visibility in either direction during the entire battery life of the Neon type flasher light. The transistorized flasher light has a visibility extending 4,000 to 5,500 feet, with gradual decrease in intensity after the first week of operation.

In production now, Pacific Mercury flasher warning lights will be available for delivery April 15. Literature on the new lights may be had from Pacific Mercury sales headquarters, 14052 Burbank Boulevard, Van Nuys, California.

## ANSLINGER RECEIVES AWARD

Harry J. Anslinger, commissioner of narcotics, who has been in Government service for 41 years, was among seven government employees in the Washington area to

receive career service awards for "competence, efficiency, character, and continuity of service."

## SEVEN CLUES TO RECRUITING

San Diego has hired 100 qualified policemen recently, but it took a nationwide search to do it. To recruit enough new policemen to patrol a newly-annexed area and keep the rest of the force up to strength, the city

—Sent an interview team to Chicago where 35 candidates passed the intensive examinations

—Used display ads in the sports section of major local newspapers, as well as daily classified ads

—Released feature stories on the recruiting drive to the major dailies and 60 neighborhood and county papers

—Put spot announcements on local radio and television stations

—Included a recruitment notice in letters welcoming new residents

—Sent a civil service commission staff member on a recruiting tour of the newly annexed area

—Posted bulletins in stores and public buildings.—Public Administration Bulletin, March 30, 1958.

## IMPORTANT ARSON INVESTIGATOR'S SEMINAR SLATED AT PURDUE UNIVERSITY

The 15th International Arson Investigator's Seminar will be held at Purdue University, from April 27 to May 1, 1959. This five day intensive training program will be conducted in cooperation with the International Association of Arson Investigators and other state agencies interested in the recognition, investigation, prosecution and prevention of the crime of arson.

The seminar will present the nation's outstanding arson authorities, lecturers and moderators. The program will include essential basic information for the arson investigator which will be expanded into advanced techniques of investigation, criminalistics, and specific training that will lead to more effective detection, apprehension, prosecution and conviction of the arsonist.

For additional information concerning the seminar address: Professor Shelby Gallien, Seminar Director, Public Safety Institute, Purdue University, West Lafayette, Indiana.

## COLT'S-INDIANA UNIVERSITY POLICE COMBAT PISTOL MATCH

Fred A. Roff, Jr., President of Colt's Patent Fire Arms Manufacturing Company, Inc., will serve as Executive Officer of the new Colt's-Indiana University Police Combat Pistol Match to be held May 22, 23, and 24, 1959, at Bloomington, Indiana, on the fine range of the Indiana University Center for Police Training. For the first time one of the top Universities in the country will be host to police officers in a combat pistol match. Recently host to a symposium on "Alcohol and Road Traffic," whose participants came from several foreign countries as well as the forty-nine states, this academic institution is initiating scientific inquiry into the question of police combat readiness and effectiveness by scheduling a panel on police combat shooting on the evening of May 23.

**See your shot** . . . Make sure to see and properly identify target before you shoot. There is no such thing as a "sound" shot. Shooting at sounds or rustling foliage is always dangerous as well as wasteful. Remember, that sound might be your partner.

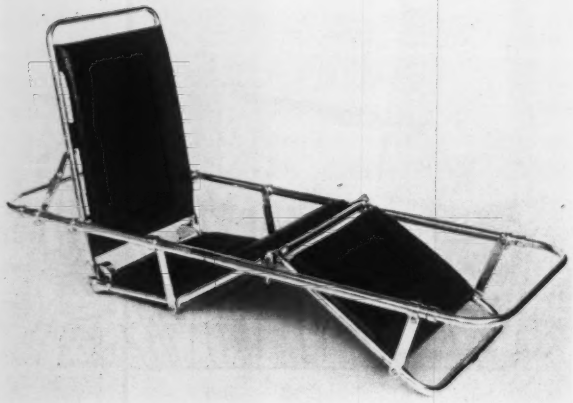
The Practical Pistol Course, as developed by the F.B.I., will be fired in both individual and team matches. This course stresses the practical aspects of gun handling in combat situations. The full course will be fired, the only alteration being that time limits will be imposed at the various ranges of fire for safety's sake in moving the firing line through the course of fire. University dormitory housing will be available at $4.00 a day, with meals at the University cafeteria and at the range. All entries will be squadded and advance entries are required. Programs may be secured from: ROBERT MATT, ASSISTANT DIRECTOR, CENTER FOR POLICE TRAINING, INDIANA UNIVERSITY, BLOOMINGTON, INDIANA. *There will no charge for entry or registration.*

POLICE recommends this shoot to police executives and police training officers—send a team or several representatives, the data they'll collect and the experience they'll gain will more than defray the transportation cost.

## FERNO ANNOUNCES NEW STRETCH'R•CHAIR

The Ferno Manufacturing Company, Greenfield, Ohio, has announced their newest development in the hospital and emergency equipment field. Called the STRETCH-'R•CHAIR, the new product is an 8 positioning, lightweight emergency cot.

Designed for easy maneuvering through narrow corridors and up steep stairways, the STRETCH'R•CHAIR weighs only 30 pounds. It has an adjustable chair-back



to allow patients to sit up in the ambulance with ample head room. The Ferno STRETCH'R•CHAIR rolls on two ball-bearing wheels, has telescopic handles which shorten to 59" and folds flat for compact storage to 4½" x 21½" x 41". The versatile new cot is constructed of Alcoa aluminum and leatherette-covered plastifoam. No mattress is needed.

## GUTHRIE APPOINTED AS NEW DIRECTOR OF THE DELINQUENCY CONTROL INSTITUTE

Robert Guthrie has been recently appointed as Director of the Delinquency Control Institute at the University of Southern California. He replaces Dan Pursuit who had resigned the Directorship to assume his new duties with the Youth Studies Center at U.S.C.

Guthrie was formerly a deputy sheriff in Monterey County, Captain of the Tulare Sheriff's Department, Assistant Probation Officer in Tulare County, Parole Officer for the California Adult Authority, Assistant Professor of Criminology at Fresno State College, and an Assistant Director of the Civic Center Division, School of Public Administration, U.S.C.

## SPOKANE PROPOSES CHANGE IN PHYSICAL QUALIFICATIONS FOR POLICE AND FIREMEN

A change in the physical qualifications for police and firemen was proposed recently to the City Council in Spokane, Washington. Designed to give examining physicians more flexibility in accepting or rejecting applicants, the new rules would do away with "rigid height and weight specifications and completely eliminate requirements for circumference of chest as well as chest and abdomen mobility.

Height requirements for police will remain the same —5 feet ten inches minimum and 6 feet 5 inches maximum—but the new rules call for a tolerance of "an inch or so." All applicants, according to the recommended rules, would have to weigh in within the limits already set for persons of their height. Other specifications would be at the discretion of the clinic physician. The new schedule of requirements was turned over to the city's legal division to be framed in ordinance language.

## DONDERO MEMORIAL AWARD TO BE PRESENTED ANNUALLY

Among the many decisions that the Board of Directors of Faurot, Inc., will be confronted with at Annual Conferences in the future, will be that of selecting some IAI member to be the recipient of the Dondero Memorial Award each year.

Acceptance of the generous offer by Mrs. John A. Dondero to present an Award annually in memory of her late husband, was contained in a formal Resolution unanimously adopted by the delegates to the 43rd Annual Conference at Miami in July. The Award, in the form of a valuable plaque, will go to that member of the IAI who in the opinion of the Board of Directors has made "the most significant contribution during the year to the field of identification or investigation."

It is anticipated that the Board will accept nominations for the Award, and review them during the course of their regular business session which normally precedes the opening date of the Annual Conference. Actual presentation will be made as one of the features at the Annual Conference Banquet, and it is hoped that Mrs. Dondero will be on hand in order to personally make the presentation.

For many years the late John A. Dondero played a leading role in the field of identification and investigation, particularly in the area of research. As President of Faurot, Inc., in New York City, he was responsible for numerous innovations in the preparation and applications of fingerprint powders, lifting techniques, detection equipment, and various other supplies and items of equipment used by identification and investigation agencies throughout the world. He joined the IAI on October 1, 1937, and served for many years on the Good of the Association and the Science and Practice Committees. His untimely death, on August 23, 1957, was regarded by his countless friends as a great personal loss as well as a tremendous loss to the identification profession.

## MEDICOLEGAL CONFERENCE SLATED

The Law Department of the American Medical Association will sponsor three regional medicolegal con-

ferences in March and April as part of a continuing program to create a better working relationship between lawyers and doctors.

Locations and dates for the conferences are: District of Columbia Medical Society headquarters, Washington, March 20-21; Hotel Cleveland, Cleveland, April 4-5; and Hotel Utah, Salt Lake City, April 18-19.

Between 250 and 400 physicians and lawyers from surrounding areas are expected to register for each meeting.

Subjects which will be discussed include narcotic addiction, traumatic neurosis, Res Ipsa Loquitur and medical-professional liability, contingent fees, and impartial medical testimony.

In announcing the conferences, C. Joseph Stetler, director of the AMA Law Division, said:

"Medicine and the law must work together so frequently that we feel open discussions of mutual problems are imperative."

Advance registrations should be mailed to: Law Department, American Medical Association, 535 N. Dearborn St., Chicago 10, Ill.

## STATE TRAFFIC MANAGEMENT COURSES TO BE CONDUCTED

One-week courses in state traffic management will be conducted in four regions of the United States during the next five months by the Center for Safety Education at New York University's Division of General Education.

Attending the courses will be official state coordinators of traffic safety who have been designated by the governors of their states. Dr. Walter A. Cutter, director of the Center, is in charge of the courses.

"The need for a more unified and concentrated attack on traffic accidents, utilizing to the full all official state agencies, has long been recognized," Dr. Cutter said. "These courses, the first of a series, have been developed to meet that need."

The first course is being conducted this week (January 12-16) at New York University's Washington Square Center. The chief executives of Connecticut, Delaware, the District of Columbia, Maine, Maryland, Massachusetts, New York, Pennsylvania, and Ontario have designated officials to attend.

Some of the aspects of traffic management to be examined during the courses are state-county-community relationships, analysis and use of accident and driver records, driver licensing as a control technique, traffic and highway engineering, law enforcement, and safety education.

"Registrants will study the respective roles of all major governmental functions concerned with traffic safety," Dr. Cutter said. "Special attention will be paid to stimulating citizen support for state programs."

The next three presentations of the course will take place at the Georgia Institute of Technology (March 9-13), Northwestern University in Evanston, Illinois (April 13-17), and the University of Utah (May 18-22). Governors of surrounding states will nominate participants for each of the regional courses.

The staff of lecturers for the courses include Paul H. Blaisdell, director of the Traffic Safety Division, Accident Prevention Department, Association of Casualty and Surety Companies, and executive secretary of the Association of State and Provincial Safety Coordinators; Maxwell Halsey, former director of traffic safety in Michigan and now a consultant in the field; Paul F. Hill, manager of the Field Service Department of the National Safety Council; and Dr. Cutter. Several technical specialists will serve as resource personnel.

Cooperating with the Center for Safety Education at NYU in planning the courses are the Association of State and Provincial Safety Coordinators, the National Safety Council, the Automotive Safety Foundation, and the Association of Casualty and Surety Companies.

Funds for the program have been contributed by the Esso Safety Foundation, the Association of Casualty and Surety Companies, the Automotive Safety Foundation, and the Bartlett Arkell Fund at the Center for Safety Education.

## NEW ALARM PHOTOGRAPHS BURGLAR IN ACTION

A new protective device, Photolarm, which is patent pending, has been perfected which features a hidden camera that photographs the burglar in daylight or in total darkness with invisible light and simultaneously rings a loud bell alarm.

This unique unit which is easily installed insures a ring of positive protection around safes, valuables, file cabinets, cash registers, etc.

*Photograph taken by Photolarm in total darkness, showing how an intruder would look.*

Photolarm, made by Photolarm Inc., 600 Michigan Building, Detroit, is compact, reasonably priced and camouflaged so that thieves who invade stores, factories

and homes bent on robbery are never aware of how they have set off the hidden camera and alarm.

The unit is quickly and easily installed by plugging into a conventional AC electric outlet.

Photolarm has been developed in response to a continuing demand on the part of law enforcement agencies, businessmen and householders, for a concealed precision engineered crime prevention system to guard their valuables while they are absent.

The ever-increasing robbery rate nationally has made it imperative that such a product be placed on the market at this time. On an average of every two minutes a burglary is occurring somewhere in the United States.

## POLICE SUBWAY SIGNS PROTECT PHILADELPHIANS

The only "subway police station" in the world has recently installed brilliant internally-lighted signs, made of acrylic plastic, to identify its location and to deter miscreants. The station is the Philadelphia Police Subway Unit Headquarters, built in the city's Broad Street concourse in 1957 when crimes in the pedestrian thoroughfare were becoming commonplace. The police booth is manned 24 hours a day by a squad of 47 men, including one lieutenant and four sergeants. Along with their duties in the underground concourse, the squad patrols the many Philadelphia subway and elevated sta-

*Policeman John E. Kershey of Philadelphia's Police Subway Unit examines one of the new Plexiglas signs as passers-by walk through the five-block-long concourse.* From Rohm & Haas Company, Washington Square, Philadelphia 5, Pa.

tions. The establishment of this unit has resulted in a decrease in Philadelphia's subway crime to something less than 10% of its former rate.

The new, dramatically lighted signs, which bear the legend "Police," were installed on Christmas Eve, 1958. Double-faced, each of the two signs can be read throughout the length of the main five-block-long passageway under Broad Street. The faces are made of white translucent, 3/16″-thick Plexiglas, 9 feet long and 2 feet high, to which are cemented 18″-high letters of 1/8″ black Plexiglas. Signs are suspended from the overhead girders of the concourse, in order not to interfere with the thousands of people who pass under them.

Six 40-watt fluorescent "Slimline" lamps, 48″ long, are inside each sign, giving complete luminosity to the sign faces.

According to Philadelphia Police Commissioner Thomas J. Gibbons, the signs serve several purposes: they act as a marker for the police booth, indicating its location to anybody who wants help or information; the signs clearly indicate that the booth is for police and not a subway change booth; and because they can be seen so clearly throughout the concourse, they have a deterrent effect upon would-be law breakers. The installation is reportedly the first of its kind in the country.

The signs were fabricated and erected by Spencer Industries of Philadelphia. Plexiglas is a product of Rohm & Haas Company, Philadelphia.

## SECOND ANNUAL SOUTHWESTERN AUTO THEFT SEMINAR March 9-13, 1959

The University of Oklahoma continues its important role in the American police training field with the Second Annual Southwestern Auto Theft Seminar to be held on the North Campus of the University at Norman, Okla., March 9-13. Cooperating in this important training conference are the International Association of Auto Theft Investigators, the Federal Bureau of Investigation, the Oklahoma Bureau of Investigation, the National Auto Theft Bureau, and many others. Experts in the field of auto theft investigation from nine states, including California, Michigan, Missouri, New Mexico, Louisiana, Oklahoma, Illinois, Kansas and Texas, will participate as lectures on the Seminar program.

Subjects on the conference agenda include *The Auto Theft Problem: Its Scope; Areas of Responsibilty; Relationship Between the Problem and the Insurance Industry;* the *Detection of Stolen Cars;* the *Commercial Auto Theft Situation: Case Studies, Forged Documents, Control and Suppression of the Salvage Racket, Detection of a Commercial Theft Problem, International Transportation of Stolen Cars; The Manufacturer and the Auto Theft Problem;* and other phases of the Auto theft problem.

Make your reservation now for this forthcoming Auto Theft Seminar. Write or wire James Robinson, Coordinator, Law Enforcement Schools, University of Oklahoma, Norman, Oklahoma.

## UNIVERSITY OF HAWAII OFFERS COURSE IN SCIENTIFIC INVESTIGATION

A special course on Scientific Investigation and Physical Evidence will be offered at the University of Hawaii summer session, June 22-July 31, 1959. The course will carry 5 University credits.

The class will meet daily at 9:10-11:25 a.m., for six weeks. It is offered primarily for law enforcement officers, but is open to all interested adults, either for credit

(upon acceptance of registration) or as auditors (no examinations or grades). The fee in either case is $50.00.

The course will be taught by Professor Leland V. Jones, of Los Angeles State College. He retired last year from the Los Angeles Police Department after 28 years of service, including 21 years as Criminalist in the Scientific Investigation Division, of which he was in command for a period of five years. During his last five years he was in charge of all technical procedures including in-service instruction in the field of scientific investigation.

Mr. Jones taught Criminalistics at the University of Southern California for 11 years prior to retirement, and has been teaching at Los Angeles State College for the past year. He has worked on approximately 10,000 cases including hit and run, negligent homicide, burglaries, robberies, homicides, narcotics, etc. and has testified in court as an expert in the field of criminalistics in excess of 2,500 times. He attended Utah State University, UCLA and USC, majoring in chemistry and minoring in physics. Besides articles in professional periodicals, he is author of a book entitled *Scientific Investigation and Physical Evidence*, Charles C Thomas Publishing Co., 1958.

Inquiries should be directed to the office of the

DEAN OF SUMMER SESSION
UNIVERSITY OF HAWAII
HONOLULU 14, HAWAII

## DO YOU WANT TO BE CHIEF?

The city of Sausalito, California, is inviting applications for the position of Chief of Police. Applicants must have at least five years experience in law enforcement, including three years at sergeant level or above, and must be under fifty years of age. Salary will be between $494 and $556 depending on qualifications.

Applications should be sent to D. A. Duerr, City Manager.

## NORTHWESTERN UNIVERSITY TRAFFIC INSTITUTE RELEASES NEW EDITION OF THE EVIDENCE HANDBOOK

The Traffic Institute of Northwestern University has announced publication of *The Evidence Handbook*, a 205-page reference work for police, judges, prosecutors, and other lawyers.

Authored by Robert L. Donigan, general counsel, and Edward C. Fisher, associate counsel, of the Traffic Institute, *The Evidence Handbook* supersedes an earlier publication, *The Evidence Handbook for Police*, which was published originally in 1943 and went through six printings in the 15 years of its use.

Franklin M. Kreml, author of *The Evidence Handbook for Police*, wrote the foreword for the new book. In it he said: "This new *Handbook* retains the essential simplicity of the original, yet being of such broadened scope and greater depth as to make it substantially more useful to the law enforcement officer as a text and to lawyers, prosecutors, and judges as a reference work."

*The Evidence Handbook* is bound in hard cloth cover with gold stamping and may be obtained from the Traffic Institute, Northwestern University, 1804 Hinman Avenue, Evanston, Illinois, at $5.00 per copy.

## FOREIGN POLICE OFFICERS ATTEND NEW YORK INSTITUTE OF CRIMINOLOGY

A special program at the NEW YORK INSTITUTE OF CRIMINOLOGY has been arranged for a group of Asiatic students it was announced today by Dean DONAL E. J. MACNAMARA. These students, from Vietnam and Thailand, are sponsored by the U.S. Department of State, and the International Association of Chiefs of Police, and the Training Division of the Royal Thai Embassy.

Three Vietnamese National Police officers, Lieutenants DUONG DINH DOI, NGUYEN VAN NGOUN, and NGUYEN TRONG THUAN are studying Scientific Crime Detection at the Institute under the technical assistance training program of the International Association of Chiefs of Police and the U.S. Department of State.

ASIATIC STUDENTS WITH INSTRUCTOR AT N. Y. INSTITUTE OF CRIMINOLOGY

*Left to right: Lt. Nguyen Trong Thuan of Vietnamese National Police, Lt. Michael J. De Luca (N.Y.C. Police Force Ret) Instructor in Fingerprinting, Lt. Nguyen Van Ngoun and Lt. Duong Dinh Doi of Vietnamese National Police, and Mr. Chira Prananda of Royal Thai Police.*

Mr. CHIRA PURANANANDA, of the Thai Police Department, has been assigned to the advanced training program at the NEW YORK INSTITUTE OF CRIMINOLOGY by the Training Division of the Royal Thai Embassy.

Training of such foreign police students is under the auspices of the State Department under a long-range plan to aid countries such as Vietnam and Thailand to professionalize their law enforcement organizations so as to insure against internal disorder or subversion by foreign agents.

**YOUR** Lie Detector Examinations are **MOST EFFECTIVE**

with the Model 6303 **KEELER** Polygraph

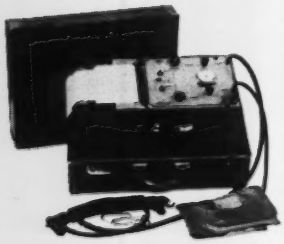
**POSITIVE PATTERNS**
***of Truth and Deception***

So little attention is required for operation of the Model 6303 . . . that you concentrate entirely on the interrogation. Snap a switch and the galvanometer section is in operation. No meters to read. Batteries are eliminated by the a-c power supply.

A foremost polygraph authority says "Interrogations are faster on normal reactors and more useful polygrams are secured on abnormal reactors using the Model 6303 . . . than with any other device ever made to expose deception." Write for complete data.

KEELER Polygraph Interrogation Room Equipment, shown above with the Model 6303, provides professional appearance. The Desk, Subject's Chair, and Examiner's Chair are walnut finished. Write for data on the physical and psychological advantages of this equipment.

**Convenient Field Interrogations with Your Portable Polygraph**



**Self Powered KEELER Model 305**

A "personal" instrument for outside interrogations to supplement your present polygraph. Records variations of pulse-blood pressure and respiration. Constant speed, two-pen chart recording unit operates four hours on one winding. Attractive carrying case is 18½ by 16" by 8¾". Weighs 32 lbs.

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## TEETH INTO THE LAW

Municipal Judge Arthur S. Guerin of Los Angeles, has recommended that the State Legislature make armed robbery a death penalty offense.

"Three unspanked generations have contributed a new high in divorce rates, a startling increase in the incidence of maladjusted and neurotic individuals and a crop of youngsters setting some records of their own in the departments of delinquency and illegitimacy."—*Los Angeles Mirror and Daily News.*

"Society, in self defense, if for no other reason, will have to realize that crime is crime, no matter what the age of the offender, and act accordingly."—*Wilmington Press Journal.*

## MSU PREPARING DRIVER TEACHERS WITH TOP FACILITIES

With the completion of its multiple-car driving range at Michigan State University, the Highway Traffic Safety Center has some of the best teacher preparation facilities in the nation for driver education.

Twelve cars now operate simultaneously on the range under the control of a single instructor. In addition, 15 units of the Aetna Drivotrainer, each one simulating the operating characteristics of an actual car encountering driving problems on the street, are available for behind-the-wheel practice in the classroom. Dual control cars are used for on-the-street instruction.

Classroom teaching aids include psycho-physical testing devices for measuring brake reaction, peripheral vision, depth perception, visual acuity, etc.; the tachistoscope—a flash slide film technique for helping students recognize potential driving problems; traffic boards, diagrams, charts, films, slides and recordings, as well as three dimensional models of important automotive components.

In addition, resource persons from enforcement agencies, Michigan's Department of Public Instruction, insurance companies, driver licensing and related fields speak to the classes. High school students, secured through the cooperation of Lansing area schools, serve as practice students for the teachers taking driver education preparation.

The teacher preparation program in driver education at M.S.U. began in 1952 under the direction of Leslie R. Silvernale who is now an assistant director of the Center. When the Center opened in 1956, the increased facilities and staff made it possible to greatly accelerate the program. At present the driver education staff includes four faculty members; William Mann, Edward Pepyne, Richard Bishop and Robert Nolan and two graduate assistants, Francis Kenel and Verner Ohst.

In addition to their teacher preparation activities, staff members are engaged in various research projects, participate in short course and conference activities on campus and in other Center programs throughout the state.

During the 1956-57 fiscal year, 714 persons were en-

rolled in courses for driver education teachers on campus and at 14 off campus locations. This fall term there were 91 enrolled. An undergraduate minor and advanced degree work (Master's and Doctor's) have been established in driver education.

Special summer workshops have brought in students from throughout Michigan as well as from Ohio, Indiana, Illinois and Pennsylvania. Scholarship grants for Michigan teachers to attend these workshops have been provided by the Allstate Foundation and the Michigan Inter-Industry Highway Safety Committee. Twelve cars for behind-the-wheel instruction during the past year were furnished by Lansing area dealers and manufacturers as follows: 5 Fords; 3 Oldsmobiles; 2 Plymouths, 1 Chevrolet, 1 Rambler.

## AUTOMATIC SELECTION OF PERSONNEL FOR SPECIAL ASSIGNMENT

*Left to right—Departmental Secretary Alexander Aldrich, Acting Captain William Hambrecht who aided in developing the system, and Lieutenant Richard Mount, Commander of the statistical unit, confer with an IBM representative concerning operation of the automatic tabulating machine in the selection of personnel for special assignment.*

The New York City Police Department has inaugurated the use of IBM equipment and procedure in the process of selecting personnel for special assignments. Automatic tabulating machinery is used to locate members of the force possessing special qualifications and skills for assignment to various phases of a metropolitan department's far-flung operations. Information concerning each officer is coded on a personnel card, including name, rank, year of birth and appointment where he or she may be located by assignment or residence together with information concerning each officer's special qualifications such as languages, blood type, special regional knowledge, special regional training, education, and military background, as well as special traits and abilities. The system is based on a similar procedure followed in the Cleveland and St. Louis Police Departments, and provides the Police Commissioner with an important administrative tool in the efficient selection of qualified personnel for various assignments, a difficult task in a 23,000 man organization.

The first officer to be selected for an assignment through the new personnel classification system was Patrolman Theodore Siry, now assigned to the photograpic unit of the Detective Division. His previous experience in photography came to light through the new

classification form when additional personnel was needed at the photographic unit.

## SURVEILLANCE SYSTEM USING MOTION PICTURE CAMERAS TO PROTECT BANKS INTRODUCED

*A photoguard camera used to protert banks against holdup is demonstrated on pretty Chemical Corn Exchange Bank teller Lila Biern, by John Mosler (L) executive vice president of the Mosler Safe Company, manufacturer of the camera. Looking on is Isaac B. Grainger, Chemical president. Chemical is the first commercial bank in New York City to be photoguarded. The Photoguard System will be installed in selected Chemical offices in all five boroughs.*

A surveillance system using a motion picture camera to protect banks against holdup has been publicly demonstrated for the first time by the Mosler Safe Company.

It is expected to help mark the end of the note-carrying "stickups" plaguing banks in New York and other cities.

Called the Photoguard System it was demonstrated in an office of Chemical Corn Exchange Bank (see picture).

Chemical, with 94 offices in the five boroughs, is the first commercial bank in New York City to use Photoguard. Mosler announced plans for the immediate marketing of the system nationally.

Isaac B. Grainger, Chemical's president, told newsmen that the bank is making installations at offices in each of the five boroughs, "Our purpose," he said, "is to contribute our best efforts, in cooperation with crime prevention and law enforcement agencies, towards the forestalling of bank robberies. We believe that the Mosler Photoguard equipment should prove effective in deterring attempts at such serious crimes."

Heart of the Mosler Photoguard System is an electrically driven, special instrumentation camera connected to electronic actuating components. Cameras may be operated by remote control from any spot in the bank.

According to John Mosler, executive vice president of the safe company, the Photoguard cameras which "monitor" banks are sound-proof, tamper-proof, and bullet-proof. The only exposed part, he said, is a one-inch lens which can be concealed by a molding, electric fan, or picture frame.

Law enforcement officials say that motion pictures are helpful even when a criminal's face is masked. In the event of a holdup, the Photoguard unit permanently and accurately captures the actions and physical characteristics of a robber. The evidence is immediately made available to police.

A criminal with a peculiar gait, limp, or nervous characteristic stands virtually no chance of escaping identification. Equally important, is that the film eliminates many suspects and saves police from running down blind leads.

The Photoguard System can be tied in with existing alarms. It can be tested without affecting the alarm just as the alarm may be tested without affecting the Photoguard System.

Four years in development, Photoguard was originally built to specifications worked out jointly by the Federal Bureau of Investigation and the Cleveland Police Department.

A pilot model was first installed in a savings and loan office in Cleveland, April 11, 1957. The office was hit by a holdup the following day.

Police viewed the film within an hour of the holdup and copies were sent to all local TV stations. The bandits were captured 24 hours after the crime was committed.

So great was the impact that Celveland, which had been averaging three holdups per month, went 15 months without a holdup attempt on a bank. This was during a period, police said, when practically all cities around Cleveland suffered bank holdups.

"Cleveland was an island of immunity so far as bank holdups were concerned," a high police official said.

The system is equipped with a "suspicion button" for use by tellers who, for any reason, may feel uneasy about anyone in the bank. A few feet of film on the suspect may be recorded.

Photoguard cameras may run continuously or intermittently. The units can be easily installed anywhere. All components are sealed in a locked case to prevent unauthorized tampering.

The Photoguard System is available on monthly lease which includes regular inspection of the camera, checking of circuits, and changing of film. Speedy film processing and assistance from Mosler's protection department in the event of robbery is also included.

Equipment for the Photoguard System is manufactured and assembled by Mosler Research Products, Inc., Danbury, Conn., an affiliate of the safe company.

The 111-year old Mosler Safe Company is the world's largest manufacturer of safes and bank vaults.

## ELECTRONIC CONTROLS AND TRAFFIC SAFETY

A three day conference to discuss the development and application of electronic controls to traffic safety was recently held under the sponsorship of the Safety Education Institute, Teachers College, Columbia University. Among the 55 specialists in attendance were representatives from the fields of electronic research, highway construction, traffic engineering, automobile manufacturing, law, medicine, insurance and education. The final action of the conference was to recommend the establishment of a steering committee, representative of all interests, to develop ways and means of implementing a program of testing electronic devices and systems under actual highway conditions.

Following is the final conference report and statements of agreement.

"Safety, utility and enjoyment of the motor vehicle have been seriously reduced by traffic congestion and accidents. Despite the continuing, productive efforts of engineers, enforcement authorities, automobile manufacturers, safety organizations, and the drivers themselves, the incidence of injuries and fatalities is too high. Though there has been a reduction of accident rates, much remains to be done.

"The conference believes that the evidence is convincing that electronic systems and devices hold a high potential for improving traffic operations and reducing traffic accidents. Means for performing many functions of electronic aids and controls are technically achievable. Besides the word of authorities working on the problem, this is confirmed by the phenomenal progress in the development of electronic systems in aircraft, guided missiles and automation. To achieve these advances there had to be generous support for experimentation and field testing. Electronic scientists have only recently been stimulated to come to grips with the overall traffic problem. Yet a number of pioneers already have created systems and devices with great demonstrated potential. They, too, must be generously supported. Every effort must be made to encourage research, development, and immediate field tests of present systems.

"Electronic scientists alone cannot provide solutions. The greatest need for progress today is a clear-cut definition of the various traffic and safety problems to be solved. This, as well as the evaluation and application of techniques, must be provided by highway and motor vehicle administrators, automobile manufacturers, highway users, enforcement officials, legislators, highway and traffic engineers, safety specialists, psychologists, physicians, lawyers, and other specialists.

"Safer and smoother flowing traffic with electronics is the realm of "when," or "if." It is urgent that all concerned work together to move the timetable ahead so that electronic developments can be coordinated with the recently expanded national highway programs, and so that the nationwide attack on the continuing tragedy of traffic accidents can be effectively unified and greater utility attained from our streets and highways.

"1. Experiments have shown that electronic equipment installed in association with the highway, in the motor vehicle, or both, has a high potential for reducing traffic accidents and congestion. Among other things, this equipment could be used to furnish information to a driver relating to road conditions, the position of his vehicle, and the presence and positions of other cars on the highway; to inform the highway authorities of traffic conditions; to guide a motor vehicle down the center of a lane or through a change of lane; or to prevent collisions with other vehicles through control of speed and headway.

"2. On controlled access highways electronic devices and systems promise substantial benefits. The major types of hazards such as stopped or slow vehicles, adverse weather conditions, and interchanges are espe-


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cially amenable to electronic applications. In general, design features and characteristic traffic conditions mark these facilities for initial attention.

"3. Of urgent importance is additional research and development of electronic solutions for city traffic problems. Greater fluidity of traffic will reduce accidents involving both vehicles and pedestrians. Since pedestrian accidents cause greatest loss of life in urban areas, major emphasis should be directed to such accidents in the development of new electronic techniques. Electronic devices may be used to alert drivers sufficiently in advance to avoid many types of accidents, and to provide more efficient traffic flow.

"4. The application of electronic techniques holds great promise on rural, non-controlled access roads, particularly on the small portion which is most heavily traveled. The first step might be along the lines of devices to alert the driver to observe safe driving practices. Electronic devices are needed to curb the growing toll of single car accidents, such as those arising from drowsiness.

"5. It is self-evident that effective accident prevention and improved traffic flow are first considerations in selecting an electronic system. Important characteristics of such a system must include reliability, compatibility, fail-safe operation, economic feasibility, practicability, and consumer acceptance.

"In any attempt to promote safety by electronic methods, the equipment should be designed to complement the driver to the maximum extent consistent with safety while still allowing individual driving prerogatives.

"Basic research into the dimensions and characteristics of traffic and accident problems is an absolute necessity. Only thereafter can research and development in electronic systems be carried out to their best advantage.

"6. The economic factor will influence the application of electronic systems and devices. Relevant items will include the volume of demand, installation costs, more efficient use of highways, insurance rates, and maintenance.

"In the interest of long range economy, an acceptable system should be as complete as feasible and not a piecemeal group of isolated and nonrelated devices.

"A telling point in evaluating a system is the flexibility in use of equipment. For example, a good system might permit car radios to be adapted to receiving information about remote as well as nearby road conditions, including traffic signals. For assistance in breakdowns a communication system using cable in or along the highway could allow a driver to notify a highway operations center.

"7. Successful electronic applications can overcome many hazards arising from faulty perceptions, attitudes, and emotional reactions which ordinarily tend to increase accident susceptibility.

"Design of electronic equipment should be adjusted to the ability and willingness of the driver to handle information.

"At the present, we need more facts about driver capacities and reactions which are relevant to the design and application of electronic techniques.

"8. Questions of legal liability of manufacturers and installers can be anticipated upon failure of electronic devices. Under certain circumstances, problems may arise as to the liability of states and municipalities for malfunction of devices in their control. These questions can be answered only when the specific device or system can be considered under the laws of the numerous jurisdictions concerned.

"9. Public support and acceptance of innovations in electronic traffic operation and control are essential for success in this effort. Therefore this conference believes that the support and participation of all appropriate media of information should be enlisted to provide clear and mature information on progress being made in this field and on the potential of electronic techniques for solving traffic and safety problems."

Army Major, age 40, excellent health, retiring May 31, 1959, desires employment. Prefers Europe (Germany) but will consider stateside location. Experienced investigator, interrogator, polygraph examiner and administrator. Active member of the Academy for Scientific Interrogation. Fluent German linguist (7 years service in Germany). Thorough knowledge of Germanic cultural, social and present-day political and economic conditions resulting from constant contact with high German and Austrian police, military and political officials on state and national level. Is especially interested in investigative or public relations position. Will consider sales or travel bureau. Address: PJ-12, 301 E. Lawrence Ave., Springfield, Ill.

## SECOND SOUTHWESTERN SEMINAR ON AUTO THEFT

The University of Oklahoma will conduct the Second Southwestern Seminar on Auto Theft, March 9-13, 1959, on the North Campus at the University of Oklahoma.

The meetings will be held at the Extension Study Center, North Campus, Norman; one mile north of Main Street on Highway 77. Students will meet, eat, sleep, and visit between sessions in one conveniently located building.

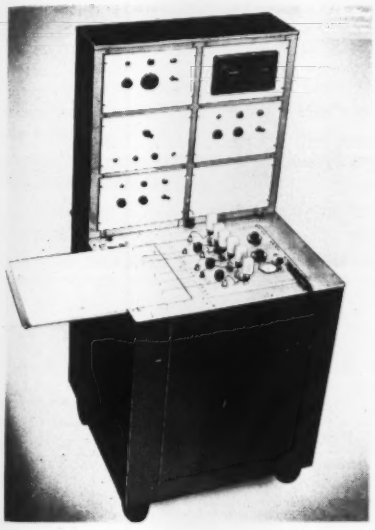
Housing—$2.00 per person per night; meals—breakfast, 75 cents; lunch, $1.00; dinner, $1.25; tuition fee $10.00 per registrant to cover instructional costs, teaching supplies, administrative expenses, etc.

Because of the educational nature of the project, the University of Oklahoma will grant a certificate of achievement to those whose participation warrants such recognition.

Contact James Robinson, North Campus, Norman.

## NEW MULTI-CHANNEL OSCILLOGRAPHS AVAILABLE

The C. H. STOELTING COMPANY, producers of recording equipment of both simple and complex



designs for many years to meet the needs of physiology and psychology departments, has developed the *most versatile* recording system available for research workers in all fields of science and industry.

Complete systems of unitized components, either electronic, pneumatic or mechanical designs are available to be arranged in the exact order required by the problem under investigation. This building block method provides the ideal means for the research worker to use the preferred recording media for each phase of the experiment at the lowest cost. Since standardized components are used, the overall cost of the equipment is low with an improvement in the quality and sensitivity. The equipment is more readily available because many of the components are off-the-shelf items. The equipment can be rearranged after one research project is completed to adapt it to the next with a minimum amount of effort and expense. Additional information may be obtained by addressing J. J. Heger, President, C. H. Stoelting Company, 424 North Homan Avenue, Chicago 24, Illinois.

## NEW YORK'S HIGHEST COURT RULES ON RADAR

A decision on the use of radar in speed detection was handed down early this year by the New York State Court of Appeals, the highest court in the state. The following excerpts from the decision are of interest:

". . . we are of the opinion that the application of radar to speed detection has passed beyond the trial stage. The widespread and successful use of radar in the armed services as well as on ships and aircraft and in airports is common knowledge. The speedmeter device which operates on principles similar to the radar methods relied upon by these agencies is now used by law enforcement authorities in some 43 states, the District of Columbia, and Hawaii. . . .

"We think the time has come when we may recognize the general reliability of the radar speedmeter as a device for measuring the speed of a moving vehicle, and that it will no longer be necessary to require expert testimony in each case as to the nature, function or scientific principles underlying it. . . .

"Almost daily, reproductions by photography . . . speedometer readings, time by watches and clocks, identity by fingerprinting, and ballistic evidence, among a variety of kindred scientific methods, are freely accepted in our courts for their general reliability, without the necessity of offering expert testimony as to the scientific principles underlying them. The use of radar for speed detection may now be said to fall in this category."

## CORRECTION

The KNOW YOUR LAW section appearing in the January-February issue referred to a provision of the Internal Revenue Code providing for the exclusion from gross income of a statutory subsistence allowance paid to police officers. At the time this material was prepared in August, this provision of the Code was in full force and effect. However in September this provision was repealed by Congress, and the exemption is available only as to subsistence allowances received for the period prior to October 1, 1958. It is regretted that technical difficulties prevented this change being reflected in the text of the article.

## NEW PLASTIC MICROPHONE APPEARS

A new lightweight, plastic microphone is now standard equipment with all General Electric Progress

Line mobile two-way radio units, replacing conventional metal types. Built to withstand extreme conditions of vibration and corrosion, the new mike uses a controlled magnetic cartridge which underwent extensive field tests and proved markedly superior to the previous microphone in intelligibility and reliability.

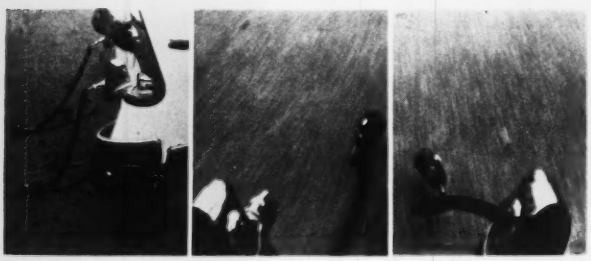
## MET REPLACES POLICE MOTORCYCLE

A right-hand-drive Metropolitan has replaced the motorcycle for the marking of illegally parked cars in Whitefish Bay, Wis. The patrolmen who drive the car,

W. Hancox (in car) and six-foot four-inch R. Yourich, find the Metropolitan especially superior to a motorcycle during inclement weather.

## COMMUNICATIONS MICROPHONE SURVIVES RUGGED TESTING

Shure "Ten-Four" mobile communications microphone is encased in new, synthetic resin tough enough to bear the weight of a load-bearing truck. It weighs only about



half as much as a standard, diecast metal microphone, won't chip or crack in normal use, and is impervious to grease, salt spray and other corrosive chemicals with which it might come in contact. Weeks of torture tests proved "Armo-Dur" markedly superior to metal diecast cases, an I.R.E. group was told. Microphone is manufactured by Shure Brothers, Inc., 222 Hartrey Ave., Evanston, Ill.

## POLICE RECEIVE INCENTIVE PAY FOR TRAINING

The City of Willowick, Ohio, provides for additional compensation to officers who receive training on their own time. This differential in pay, once earned, is given throughout the officer's career, and carries over into Salary scales for the higher ranks. The City also pays tuition for all courses undertaken by the officer. Following is an excerpt from Ordinance No. 57-42 providing for this additional compensation:

*Section 9:* Upon approval by the Chief of Police and Director of Public Safety, each full-time regular member of said department may receive in addition to his regular monthly compensation, an additional amount not to exceed thirty (30) dollars, based upon the courses taken and successfully passed, provided said courses are taken on each member's own time, computed upon the following basis, to-wit:

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| Advanced First Aid | 4.00 |
| Western Reserve University | |
| Full Subject Course—1 night per week | 2.00 |
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| London, Ohio | 4.00 |
| Law Enforcement Training School—F.B.I. | |
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# 5 NEW BOOKS *for police officers*

**EVIDENTIAL DOCUMENTS** *by* **James V. P. Conway,** *Post Office Dept., San Francisco.* An expert questioned document analyst presents the FIRST BOOK ON EVIDENTIAL DOCUMENTS specifically prepared to meet the practical needs of law enforcement personnel at the investigation, administration, and prosecution levels. Featured is a well illustrated presentation of requisite procedures in the investigation and identification of *handwriting, handprinting, numerals,* and *typewriting.* Describes qualifications, training, and scope of the document examiner in law. DEFINITIVE GUIDELINES are outlined to enable law enforcement departments to determine whether they are efficiently exploiting the many facets of written and printed media by which society functions today. (Police Science Series) **To Be Published Early 1959**

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**POLICE MANAGEMENT PLANNING** *by* **John P. Kenney,** *Univ. Southern Calif.* Presents a comprehensive, logical approach to effective management of the police department. In sequential order the author discusses 1) What the police are, their functions, and principal activities 2) The planning process 3) Organization 4) Personnel and financial management 5) Records management 6) Directing, coordinating, and controlling a police operation. Focusing on LEADERSHIP and STAFF activities, means for improving police service are developed. No sincere police administration can afford to be without this new KEY to effective agency operations. **Pub. Feb. '59, 160 pp., 5 charts, $4.75**

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**ARREST, SEARCH AND SEIZURE: A Handbook** *by* **Howard M. Smith,** *Office of State's Attorney, Cambridge, Maryland.* The information contained in this handbook is scattered throughout the literature in hundreds of separate volumes. Now FOR THE FIRST TIME it is brought together in one compact volume to provide the law enforcement officer, whether experienced or inexperienced, **a handy source of reference.** Compiled specifically as a guide to the laws affecting the law enforcement officer's everyday work of arresting violators, searching premises, and seizing contraband. The right of the officer are discussed, as well as his duties and the limitations which the law places on his authority. *"A volume small enough for busy people to read."* **To be published early 1959**

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**HOMICIDE INVESTIGATION: Practical Information for Coroners, Police Officers and Other Investigators,** *by* **Le Moyne Snyder,** *Medicolegal Counsel, Paradise, California.* Dr. Snyder's book provides the answers—what not to do and what to do in terms of preventing the contamination, mutilation, destruction, and loss of important evidence in the investigation of death by violence. **In simple terms** this soundly qualified authority tells how to make "first-at-the-scene" examinations, and explains the manner of collection, preservation and transmittal of evidence to the laboratory. RELIABILITY and READABILITY and something more account for year-after-year demands for this simple account of cardinal rules for adequately investigating death. **Revised and Enlarged 9th Ptg. Pub. Feb. '59, 384 pp., 148 il., $8.50**

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